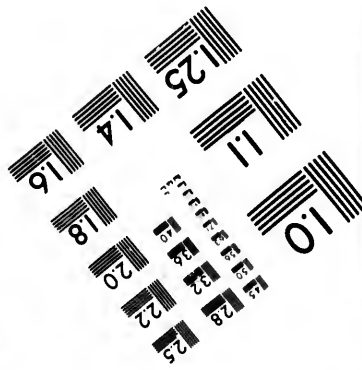
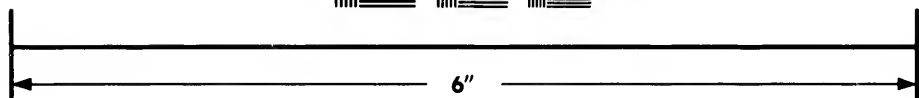
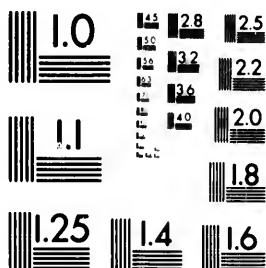


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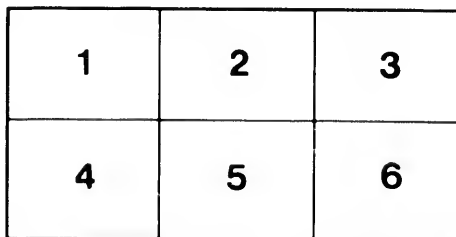
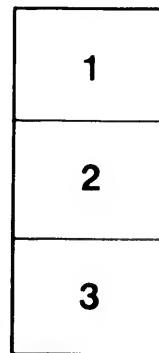
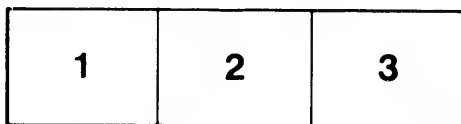
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PART IV.

FURTHER CORRESPONDENCE

RESPECTING THE

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AND THE

TERRITORY OF ALASKA.

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CONFIDENTIAL.

Further Correspondence respecting the Boundary between the
British Possessions in North America and the Territory
of Alaska.

PART IV.

No. 1.

*Memorandum relating to the Question of the Boundary between the British Possessions in
North America and the Territory of Alaska.*

ON the 16th (28th) February, 1825, the line of demarcation between the Russian and British possessions in North America was defined by Convention.

A Memorandum, dated July 1835, of the circumstances which led to the conclusion of this Convention will be found at p. 25 of Confidential Paper No. 5439 of 1886.

On the 30th March, 1867, the Emperor of Russia ceded to the United States all the territory and dominion then possessed by His Majesty on the Continent of America and in the adjacent islands contained within the geographical limits set forth as follows in Article I of the Treaty concluded on the 30th March, 1867, and proclaimed by the United States on the 20th June of the same year:—

"The eastern limit is the line of demarcation between the Russian and the British possessions in North America, as established by the Convention between Russia and Great Britain of the 16th (28th) February, 1825, and described in Articles III and IV of the said Convention, in the following terms:

Confidential Paper
No. 5439, p. 9.

"Commencing from the southernmost point of the island, called Prince of Wales' Island, which point lies in the parallel of 54° 40' north latitude, and between the 131st and the 133rd degree of west longitude (meridian of Greenwich), the said line shall ascend to the north along the channel called Portland Channel, as far as the point of the continent where it strikes the 56th degree of north latitude; from this last-mentioned point, the line of demarcation shall follow the summit of the mountains situated parallel to the coast as far as the point of intersection of the 141st degree of west longitude (of the same meridian); and, finally, from the said point of intersection the said meridian line of the 141st degree, in its prolongation as far as the Frozen Ocean.

"IV. With reference to the line of demarcation laid down in the preceding Article, it is understood—

"1. That the island called Prince of Wales' Island shall belong wholly to Russia" (now, by the cession, to the United States).

"2. That whenever the summit of the mountains which extend in a direction parallel to the coast from the 56th degree of north latitude to the point of intersection of the 141st degree of west longitude shall prove to be at the distance of more than ten marine leagues from the ocean, the limit between the British possessions and the line of coast which is to belong to Russia as above mentioned (that is to say, the limit to the possessions ceded by this Convention), shall be formed by a line parallel to the winding of the coast, and which shall never exceed the distance of ten marine leagues therefrom.

"The western limit within which the territories and dominions conveyed are contained passes through a point in Behring's Straits on the parallel of 65° 30' north latitude at its intersection by the meridian which passes midway between the Islands of Krusenstern, or Ignalook, and the Island of Ratmanoff, or Noonarbook, and proceeds due north, without limitation, into the same Frozen Ocean. The same western limit, beginning at the same initial point, proceeds thence in a course nearly

south-west, through Behring's Straits and Behring's Sea, so as to pass midway between the north-west point of the Island of St. Lawrence and the south-east point of Cape Choukotaki, to the meridian of 172° west longitude; thence, from the intersection of that meridian, in a south-westerly direction, so as to pass midway between the Island of Attou and the Copper Island of the Kormandorski couplet or group in the North Pacific Ocean, to the meridian of 193° west longitude, so as to include in the territory conveyed the whole of the Aleutian Islands east of that meridian."

In his Annual Message to Congress of the 2nd December, 1872, President Grant, after referring to the then recent settlement of the San Juan Island dispute, said:—

"Experience of the difficulties attending the determination of our admitted line of boundary, after the occupation of the territory and its settlement by those owing allegiance to the respective Governments, points to the importance of establishing, by natural objects or other monuments, the actual line between the territory acquired by purchase from Russia, and the adjoining possessions of Her Britannic Majesty. The region is now so sparsely occupied, that no conflicting interests of individuals or of jurisdiction are likely to interfere to the delay or embarrassment of the actual location of the line. If deferred until population shall enter and occupy the territory, some trivial contest of neighbours may again array the two Governments in antagonism. I therefore recommend the appointment of a Commission, to act jointly with one that may be appointed on the part of Great Britain to determine the line between our territory of Alaska and the coterminous possessions of Great Britain."

An estimate of the probable cost and time of a survey of the Alaskan boundary-line then made on behalf of the United States' Government fixed the cost at about 1,500,000 dollars, and the time required as nine years in the field, and at least one year more for mapping the results.

The suggestion was not then acted upon by Congress.

In January 1886 Mr. Phelps, the United States' Minister in London, by instructions of his Government, proposed a Mixed Commission to survey and designate the boundary-line in question, so as to afford a basis for its establishment by Convention or otherwise.

The condition of increasing Settlements apprehended by President Grant had. it was argued, assumed marked proportions: recent explorations had proved that the geographical features of the country were wrongly described in the Treaties, and it was practically impossible to determine a boundary in accordance with them.

The Government of Canada was consulted, and on the 19th March 1886, Her Majesty's Minister at Washington laid before the United States' Government the following Memorandum:—

"Mr. Phelps' proposal was for the appointment of a Joint Commission.

"The Dominion Government, however, while expressing its general agreement to a preliminary survey, has not expressed its assent to such a Commission. They consider that a preliminary survey, such as was suggested in the President's Message to Congress, is preferable to a formally constituted Joint Commission, which would involve a large expenditure of public money, and lead, perhaps, to interminable discussions. They are of opinion that the survey which they are prepared to agree to would enable the two Governments to establish a satisfactory basis for the delimitation of the frontier, and demonstrate whether the conditions of the Convention of 1825 are applicable to the now more or less known features of the country."

This Memorandum was submitted to the Governor-General of Canada, who stated that it "expresses exactly the views of my Government in regard to this matter;" and on the 3rd April the United States' Government was informed that "Her Majesty's Government agree in principle to this preliminary investigation of the boundary, but that such Agreement must not be understood necessarily to imply the appointment of a Joint Commission."

On the 17th May, 1886, President Cleveland submitted a Message to the Senate and House of Representatives, recommending an appropriation of 100,000 dollars "for a preliminary survey of the boundary-line in question by officers of the United States."

Congress, however, refused this appropriation.

The matter appears to have rested till December 1888, when Mr. Phelps informed Lord Salisbury that as Congress had at last made the requisite appropriation of funds,

Confidential Paper
No. 5489, p. 4.

Ibid., p. 2.

Ibid., p. 16.
Colonial Office,
February 1, 1886.

Ibid., p. 39.
Sir L. West, No. 78,
March 20.

Ibid., p. 43.
Inclosure in Sir L.
West's No. 85,
March 28.

Ibid., p. 52.
Sir L. West, No. 91,
April 3, 1886.

Ibid., p. 56.
Sir L. West,
No. 131.

Confidential Paper
No. 5634. Sir L.
West, No. 64,
March 9, 1887.

Confidential Paper
No. 5774, p. 21.
Mr. Phelps,
December 6, 1888.

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his Government proposed to "send out an expedition for the survey of the locality of the line in question, and the ascertainment of the facts and data necessary to its 'delineation' in accordance with the spirit of the existing Treaties in regard to it between Great Britain and Russia and between the United States and Russia," and requested that a surveying party might be sent out on the part of Her Majesty's Government to participate in the survey.

Proposals as to the time and manner of the survey were made in a letter from the Superintendent of the United States' Coast and Geodetic Survey, of which a copy accompanied Mr. Phelps' note.

This proposal was communicated to the Governor-General of Canada, but no answer has yet been returned by him.

It may be useful to add that in 1886 Colonel Cameron, R.A., who had been previously employed in defining the eastern boundary of British Columbia, was selected as British Commissioner. He wrote several valuable Memoranda on the subject which will be found at pp. 41, 44, 45, 48, 63, 65, and 67 of the Confidential Paper No. 5439 on the subject. In them, he dwelt on the geographical features of the proposals, on the inaccuracy of the Maps, and the importance of guarding ourselves against a committal to them. We consequently informed the United States' Government that we disavowed the line laid down in the Map alluded to by Mr. Bayard in the statement of the 20th November, 1885, on which Mr. Phelps' application of January 1886, before alluded to, was based.

An interesting Report on the history and resources of Alaska, compiled by Sir L. West, from official American resources, will be found at p. 70 of the same correspondence.

(Signed) CLEMENT L. HILL.

Foreign Office,
February 14, 1890.

Confidential Paper,
No. 5774, p. 25.
Colonial Office,
December 18, 1888.

To Mr. Phelps.
August 27, 1886.

No. 2.

Sir J. Pauncefote to the Marquis of Salisbury.—(Received February 17.)

(No. 13)
My Lord,

Washington, February 6, 1890.

WITH reference to previous correspondence on the subject of the Alaska boundary, I have the honour to forward herewith a message from the President of the United States, transmitting a Report on the boundary-line between Alaska and British Columbia.

I have, &c.
(Signed) JULIAN PAUNCEFOTE.

No. 3.

Colonial Office to Foreign Office.—(Received April 22.)

Sir,

Downing Street, April 21, 1890.

WITH reference to your letter of the 18th February last,* I am directed by Lord Knutsford to inquire whether any action has been taken by the United States' Government in connection with the proposed joint survey of the Alaskan boundary.

I am also to inquire whether the Marquis of Salisbury wishes any further communication to be made to the Government of Canada on this subject, no reply having been received to the despatch addressed to Lord Stanley of Preston on the 17th December, 1888, copy of which was inclosed in the letter from this Department of the 18th December, 1888.

I am, &c.
(Signed) EDWARD WINGFIELD.

* Sending copy of Inclosure in No. 2.

No. 4.

Foreign Office to Colonial Office.

Sir, *Foreign Office, April 23, 1890.*
 IN reply to your letter of the 21st instant, I am directed by the Marquis of Salisbury to transmit herewith, for the information of Lord Knutsford, a copy of a despatch which has been addressed to Her Majesty's Minister at Washington,* inquiring whether any action has been taken by the United States' Government in connection with the proposed joint survey of the Alaskan boundary.

His Lordship would be glad to learn whether any steps have been taken by the Government of Canada in regard to it.

I am, &c.
 (Signed) T. H. SANDERSON.

No. 5.

The Marquis of Salisbury to Sir J. Pauncefote.

(No. 81. Confidential.)

Sir, *Foreign Office, April 24, 1890.*
 ON the 6th December, 1888, Mr. Phelps informed Her Majesty's Government that his Government proposed to send out an expedition for the survey of the locality of the boundary-line between Alaska and the British possessions, and the ascertainment of the facts and data necessary to its delimitation in accordance with the spirit of the existing Treaties in regard to it between Great Britain and Russia, and between the United States and Russia, and requested that a surveying party might be sent out on the part of Her Majesty's Government to participate in the task.

The proposal was communicated to the Governor-General of Canada, but no further information has reached this Department on the subject.

I should be glad if you could inform me whether the surveying party was actually dispatched by the United States' Government, and, if so, whether there is any Report of its proceedings which could be furnished to Her Majesty's Government.

I am, &c.
 (Signed) SALISBURY.

No. 6.

Sir J. Pauncefote to the Marquis of Salisbury.—(Received May 12.)

(No. 65.)

My Lord,

Washington, May 2, 1890.

I HAVE the honour to transmit herewith copy of a letter communicated by Mr. Tupper to me, in which he is requested to obtain, if possible, copy of the Map used by the Russian Minister at Washington when negotiating the Treaty for the cession of Alaska to the United States in 1867.

As I do not think it advisable to apply to the Russian Minister here, I have the honour to request that, if your Lordship approves, instructions may be sent to Her Majesty's Representative at St. Petersburg, in order that the Map may be obtained, if possible, from the Russian Government direct.

I have, &c.
 (Signed) JULIAN PAUNCEFOTE.

Inclosure 1 in No. 6.

Mr. Dewdney to Mr. Tupper.

(Confidential.)

Dear Mr. Tupper,

Ottawa, April 5, 1890.

I INCLOSE a copy of a confidential letter which I have received from Major-General Cameron, of the Royal Military College, Kingston, regarding the Map

used by the Russian Minister at Washington when negotiating the Treaty for the cession of Alaska to the United States in 1867; also a copy of a second communication from Major-General Cameron on the same subject, in which he suggests that as there is a possibility of your having to return to Washington, your visit might furnish a favourable opportunity for obtaining the desired information without attracting unnecessary and undesirable attention to the inquiries.

I fully agree with Major-General Cameron, that it might prove of the greatest importance if access were obtained to this Map in connection with our dealings with the United States in the matter of the Alaskan boundary, and I ask you to be so good as to try to ascertain, if possible, through the British Minister at Washington, whether this Map or a copy of it is in the records of the Russian Embassy at Washington without appealing to United States' officials; or the British Minister may have access to United States' documents, from which a knowledge might be obtained of the manner in which the Russians marked out on the Map the territory ceded by Russia to the United States.

Yours, &c.
(Signed) G. DEWDNEY.

Inclosure 2 in No. 6.

Major-General Cameron to Mr. Dewdney.

Dear Mr. Dewdney,

Kingston, January 22, 1890.

ON the occasion of the Treaty for the cession of Russian-America to the United States, 1867, being submitted to Congress for assent, Mr. Sumner made an elaborate speech, which is reported in Executive document No. 177, House of Representatives, 40th Congress, 2nd Session, 1868.

On line 11 of p. 134 the following passage occurs:—

"As M. de Stockl, Russian Minister to the United States, was leaving St. Petersburg on the 7th February, 1867, to return to his post, the Archduke Constantine, the brother and Chief Adviser of the Emperor, handed him a Map with the lines in our Treaty marked upon it, and told him he might treat for this cession. The Minister arrived in Washington early in March. A negotiation was opened at once with our Government. Final instructions were received by the Atlantic cable from St. Petersburg on the 29th March, and at 4 on the morning of the 30th March the important Treaty was signed by Mr. Seaward, on the part of the United States, and by M. de Stockl, on the part of Russia."

It might prove of the greatest importance if access were obtained by the British side to this Map.

From Mr. Sumner's description of the Map, it appears to me to show limits up to which the United States may have ground for alleging a claim, but beyond which they can have no right. At the same time, the details of the Map cannot in any way limit the British right.

It is an exceptionally remarkable circumstance in connection with the Executive document, that no copy of the Map is attached to it. The document professes to include copies of all correspondence with and instructions to our Minister to Russia, together with all the information in the possession of the Executive Department of the Government in regard to the country "to be ceded by said Treaty," except those documents "heretofore communicated to Congress, and excepting information inconsistent with the public interests."

Consequently, extreme caution should be exercised in trying to obtain access to the Map.

As a matter of course the Russian authorities at St. Petersburg, and probably the Russian Minister at Washington, have copies of the Map. The latter may have the copy referred to by Mr. Sumner.

At p. 148 of the Executive document Mr. Sumner is reported as having said:—

"In closing this abstract of authorities being the chief sources of original information on this subject I cannot forbear expressing my satisfaction that, with the exception of a single work, all these may be found in the Congressional Library."

But I do not anticipate that the Russian Map with the boundaries of the cession will be found there.

I am not familiar with the political history of Mr. Sumner, but there is every

appearance of his holding a brief to support the action of the United States' Government

If it is true that Great Britain was in negotiation with Russia for the purchase of Alaska, the Foreign Office and the archives of Her Majesty's Embassy at St. Petersburg would most probably have information that might be of use.

Yours, &c.
(Signed) D. R. CAMERON.

Inclosure 3 in No. 6.

Major-General Cameron to Mr. Dewdney.

Dear Mr. Dewdney,

Kingston, March 26, 1890.

I HAVE received your letter of the 22nd instant, in which, referring to my letter of the 22nd January, you mention that a copy of the original Map used at the negotiations between Russia and Great Britain in concluding their Convention of 1825 was not obtainable, as the Map itself cannot be found.

I have no copy of my letter of the 22nd ultimo, but it appears to me that there is some misunderstanding as to what I wrote.

Was not my inquiry for a copy of the original Map used by the Russian Minister at Washington when negotiating the Treaty for the cession of Alaska to the United States in 1867?

This Map was referred to by the Russian Minister at that time, it was said, as showing what was to be ceded.

The original of the Map is probably either at the Russian Embassy at Washington or amongst the United States' archives there, and almost certainly an authentic copy of it is in the Russian archives at St. Petersburg, probably with the original of the Treaty of cession deposited there.

The British Minister at Washington may possibly be able to ascertain if there be the original or a copy at the Russian Embassy there without having to appeal to United States' officials, or he may have access to United States' documents whence to obtain a knowledge of how the Russians marked out the extent of the ceded territory on the Map.

From the newspapers I learn there is a possibility of the Minister of Marine having to return to Washington, and I would suggest that this may furnish a favourable opportunity.

In the meantime, I think that the Foreign Office might be moved to ascertain from the British Ambassador at St. Petersburg if he can obtain a copy of the Map.

Yours, &c.
(Signed) W. R. CAMERON.

No. 7.

Sir J. Pauncefote to the Marquis of Salisbury.—(Received June 9.)

(No. 81.)

My Lord,

Washington, May 29, 1890.

I HAVE the honour to inform your Lordship that I addressed a note to the United States' Government in the sense of your Lordship's despatch No. 81, Confidential, of the 24th ultimo, with reference to the Alaska Boundary Survey party, and I have now received a note from Mr. Blaine in reply, copy of which is herewith inclosed, in which he states that the survey of the boundary is now in progress.

I have sent a copy of this note to the Governor-General of Canada.

I have, &c.
(Signed) JULIAN PAUNCEFOTE.

Inclosure in No. 7.

Mr. Blaine to Sir J. Pauncefote.

Sir, *Department of State, Washington, May 24, 1890.*
 I HAVE the honour to acknowledge the receipt of your note of the 6th instant, in which you inquire whether this Government has sent a party to survey the Alaska boundary-line, and, if so, whether there is any Report of its proceedings which can be furnished to Her Britannic Majesty's Government.

Your note having been communicated to my colleague, the Secretary of the Treasury, I have received a letter from him, in which he says that "the survey of the boundary-line is now in progress. Two parties, belonging to the Coast and Geodetic Survey, are now in Alaska, one upon the Ukon River and the other upon its branch, the Porcupine River, making such astronomical and other observations as will serve for the location of the 141st meridian. These parties are supposed to have reached their destination some time last autumn and if they are fortunate in the matter of weather and in other respects, they may be expected to return by the latter part of the present year. If their work this year on the 141st meridian proves to have been successful, it is expected that in the summer of 1891 the necessary observation and surveys for the location of the boundary-line between South-east Alaska and British Columbia will be undertaken. The survey of the shore-line on this part of Alaska, upon which the boundary-line depends, is already well under way."

I have, &c.
 (Signed) J. BLAINE.

No. 8.

Foreign Office to Admiralty.

Sir, *Foreign Office, June 12, 1890.*
 I AM directed by the Marquis of Salisbury to request that you will move the Lords Commissioners of the Admiralty to be good enough to return to this Department the Russian Chart No. 1345, Admiralty No. A 9872, showing the land boundary of the Alaska territory ceded to the United States by Russia in 1867, which was sent to the Admiralty at that time.

I am, &c.
 (Signed) T. H. SANDERSON.

No. 9.

The Marquis of Salisbury to Mr. Gosling.

(No. 151.)

Sir, *Foreign Office, June 13, 1890.*
 I HAVE to request that you will endeavour to procure and send to this Department two copies of the Russian Admiralty Chart No. 1345, which embraces the Alaska territory ceded by Russia to the United States in 1867, and of which a copy was sent home by Sir A. Buchanan with his despatch No. 366 of the 23rd October, 1867.

I am, &c.
 (Signed) SALISBURY.

No. 10.

Foreign Office to Colonial Office.

Sir, *Foreign Office, June 14, 1890.*
 WITH reference to the letter from this Office of the 23rd April, I am directed by the Marquis of Salisbury to transmit herewith, for the information of the Secretary of State for the Colonies, copies of a despatch and its inclosures from Her Majesty's

Minister at Washington,* reporting that the survey of the Alaska boundary by the United States' Government is now in progress.

I am, &c.
(Signed) T. H. SANDERSON.

No. 11.

Mr. Gosling to the Marquis of Salisbury.—(Received July 28.)

(No. 198.)

My Lord,

St. Petersburg, July 22, 1890.

WITH reference to your Lordship's despatch No. 151 of the 13th ultimo, I have the honour to transmit herewith copies of the Russian Admiralty Chart No. 1345, embracing the Alaska territory ceded by Russia to the United States in 1867, which, at your Lordship's request, I applied for to the Imperial Government.

I have, &c.
(Signed) AUDLEY GOSLING.

No. 12.

The Marquis of Salisbury to Sir J. Pauncefote.

(No. 164.)

Sir,

Foreign Office, July 31, 1890.

WITH reference to your despatch No. 65 of the 2nd May last, I transmit herewith, for the use of Her Majesty's Legation, a copy of the Russian Chart No. 1345,† which was forwarded to this Office in 1867 by Her Majesty's Ambassador at St. Petersburg.

It will be seen that only the land boundary between the Russian and United States' territories is traced upon it. In sending it home, Sir A. Buchanan said it "consequently shows the point at which, in the opinion of the Russian Government, the water boundary-line in the Portland Channel terminates;" but he did not speak of it as being the Map which was "used by the Russian Minister at Washington when negotiating the Treaty for the cession of Alaska to the United States in 1867," as it is described in the inclosures to your despatch above referred to.

I have caused a second copy of the Map to be sent to the Colonial Office, with the above explanation, for transmission, should Lord Knutsford see fit, to Major-General Cameron.

I am, &c.
(Signed) SALISBURY.

No. 13.

Foreign Office to Colonial Office.

Sir,

Foreign Office, July 31, 1890.

I AM directed by the Marquis of Salisbury to transmit to you the correspondence, as marked in the margin,‡ relative to a Map indicating the boundary of the territory of Alaska made over by Russia to the United States in 1867, of which Major-General Cameron is anxious to obtain a copy.

Major-General Cameron appears to be under the impression that this Map was used by the Russian Minister at Washington during the negotiations for the transfer of Alaska. It is found, however, that when Her Majesty's Ambassador at St. Petersburg sent it home in 1867, his Excellency merely stated that it "shows the point at which, in the opinion of the Russian Government, the water boundary-line in the Portland Channel terminates," and did not say that it was the Map which was "used by the Russian Minister at Washington when negotiating the Treaty," as is assumed by Mr. Tupper and Major-General Cameron.

A copy of the Map is inclosed herewith, and Lord Salisbury will leave it to Lord Knutsford to take such steps as he may see fit for transmitting it to the Major-General, with the necessary explanations. He has so informed Sir J. Pauncefote.

I am, &c.
(Signed) T. H. SANDERSON.

* No. 7.

† No. 11.

‡ Nos. 6, 9, and 11.

Colonial Office to Foreign Office.—(Received August 23.)

Sir, *Downing Street, August 22, 1890.*
 WITH reference to your letter of the 23rd April last, relating to the Alaska Boundary survey, I am directed by Lord Knutsford to transmit to you, to be laid before the Marquis of Salisbury, copy of a despatch, with its inclosures, from the Governor-General of Canada on the subject.

Lord Knutsford would be glad to be informed whether Lord Salisbury is of opinion that any action should be taken at the present time by Her Majesty's Government, or by the Government of Canada in reference to this matter.

I am, &c.
 (Signed) JOHN BRAMSTON.

Inclosure 1 in No. 14.

Lord Stanley of Preston to Lord Knutsford.

(Confidential.) *Cascapedia River, New Richmond, Province of Quebec,*
 My Lord, *July 24, 1890.*

WITH reference to your Lordship's despatch of the 29th April last, requesting to be informed whether any further steps have been taken by the Canadian Government in regard to the proposed joint survey of the Alaska Boundary, I have the honour to transmit to your Lordship copy of an approved Report of a Committee of the Privy Council, which states that, with the exception of sending a confidential agent to inquire what surveys were being carried on by the United States, no steps have been taken in this direction.

I have the honour to call your Lordship's attention to a draft Minute of Council, a copy of which is appended to the accompanying Order in Council, prepared upon a Report of the Minister of the Interior, dated the 25th February, 1889, which has been adopted by the Privy Council of Canada as an expression of the views of the Dominion Government in relation to this question.

I have, &c.
 (Signed) STANLEY OF PRESTON.

Inclosure 2 in No. 14.

Certified Copy of a Report of a Committee of the Honourable the Privy Council, approved by his Excellency the Governor-General in Council on the 30th June, 1890.

THE Committee of the Privy Council have had before them a despatch dated the 23rd April, 1890, from the Right Honourable the Secretary of State for the Colonies, having reference to previous correspondence respecting the proposed joint survey by Great Britain and the United States of the Alaska Boundary.

The Minister of the Interior to whom the subject was referred states that, with the exception of sending a confidential agent to inquire what surveys were being carried on by the United States on the coast of Alaska, no steps have been taken in the direction indicated.

The Minister, in this relation, draws the attention of Council to a draft Minute of Council prepared upon his Report of the 25th February, 1889, a printed copy of which is hereto attached, and he submits that the Minute in question applies as well to the case to-day as when originally prepared, and he recommends that the same be adopted by Council as an expression of the views of the Government of Canada in relation to this question.

The Committee concurring in the above, advise that a copy hereof be forwarded, confidentially, to the Right Honourable the Secretary of State for the Colonies.

All which is respectfully submitted for your Excellency's approval.

(Signed) JOHN J. MCGEE, Clerk,
Privy Council.

Inclosure 3 in No. 14.

Draft Minute of Council.

THE Committee of the Privy Council have had under consideration a despatch dated 17th December, 1888, from the Right Honourable the Secretary of State for the Colonies, transmitting a proposal made by the Government of the United States in respect to the boundary of Alaska, that Her Majesty's Government should send a party to join and participate with a party about to be sent to the territory in question by the United States "in the examination and survey, in such a manner as to reach, if possible, a joint and concurrent conclusion in respect to the facts material to be determined." The object of the proposed party is further stated to be "the survey of the locality of the line in question," the boundary-line, "and the ascertainment of the facts and data necessary to its delimitation in accordance with the spirit of the existing Treaties in regard to it between Great Britain and Russia, and between the United States and Russia."

The Minister of the Interior, to whom the matter was referred, observes that throughout the correspondence which accompanies the despatch of the Colonial Secretary, as well as in a letter upon the subject dated the 14th December, 1888, addressed directly to the Minister of the Interior by the Superintendent of the United States' Coast and Geodetic Survey, it is assumed that the boundary-line prescribed by the Anglo-Russian Convention of 1825 is impracticable, and the object of the expedition and survey proposed by the United States is therefore clearly not the ascertainment of the facts and data necessary to the delimitation of the boundary already provided for by international agreement, but to "afford the geographical information requisite to the proper negotiation" of a new Treaty between the United States and Great Britain, to be substituted for the Treaty of 1825 between Great Britain and Russia. To this assumption, and the proposition based upon it, the Minister directs special attention, and he submits:—

1. That there is no evidence to show that the line prescribed by the Treaty of 1825 is impracticable.
2. That Canada cannot, therefore, assent to the assumption that it is; and,
3. That while the Canadian Government is and always has been ready to co-operate with the Government of the United States in a delimitation of the boundary prescribed by the Convention of 1825, co-operation, upon the understanding that that boundary is impracticable, would be impossible.

The Minister further observes that on the 19th April, 1886, Sir Lionel West, then British Minister at Washington, communicated to the Honourable Mr. Bayard, United States' Secretary of State, a Memorandum stating that the Government of Canada had expressed its general agreement to a preliminary survey such as was suggested in the President's Message of that year, and was of opinion that such a survey would enable the two Governments to establish a satisfactory basis for the delimitation of the frontier, and would demonstrate whether the conditions of the Convention of 1825 were applicable to the now more or less known features of the country. This was not, however, an assent to co-operate in the making of a survey on the theory that the line prescribed by the Convention of 1825 is impracticable, nor that the making of a new Treaty was necessary, but, on the contrary, was an assent to the making of a survey which should be conducted with the object of giving effect to the Treaty already in existence.

The Minister remarks that if co-operation were sought with the object stated, that is to say, with the object of establishing a satisfactory basis for the delimitation of the boundary prescribed by the Anglo-Russian Convention of 1825, he is inclined to the opinion, from the claims already foreshadowed by the United States in relation to Lynn Canal, the Stikine River, and Portland Canal, that it would be necessary that a definite understanding and agreement should be arrived at between the two countries as to the purpose which the surveying parties should have in view, otherwise the great and manifest advantages of co-operation could not be attained.

The Minister further states that the contention of Canada is that the words, "*La crête des montagnes situées parallèlement à la côte,*" which occur in the IIIrd Article of the Anglo-Russian Treaty of 1825, refer to the mountains nearest to the ocean, and not to any other mountains further inland, and he recommends that steps be taken to ascertain at the earliest possible moment whether the United States accepts this interpretation, and if not, that they be invited to intimate with precision what their interpretation of the IIIrd Article of the Treaty is, and that in the absence of agree-

ment upon this point, co-operation between survey parties sent out by Canada and the United States would not be practicable.

The Minister further observes that in respect of the portion of the boundary between Prince of Wales Island and the head of Portland Canal, the United States have advanced views which are opposed to those maintained by Great Britain on behalf of Canada, and it is most desirable that an agreement should be arrived at as to whether the Convention of 1825 requires that the direction of the delimiting line shall be the most direct between the southernmost point of Prince of Wales Island and the ocean entrance to Portland Canal, or is it required that this line shall anywhere follow a parallel of latitude? The United States are understood to contend that Portland Inlet is a part of the Portland Channel through which the Convention of 1825 directs the line to be run, which contention Canada denies, and asserts that the passage along the coast through Pearce Channel to the ocean is part of Portland Canal. The correct interpretation of the expression "Portland Channel," used in the Treaty of 1825, should be decided upon as speedily as possible.

Whichever view prevails, however, the authoritative determination of the southernmost point of Prince of Wales Island, and the accurate location of any islands between Prince of Wales Island and the continent on the line to the ocean entrance to Portland Canal, will be necessary, and co-operation in arriving at this determination could be readily assented to if the hydrographic survey between Prince of Wales Island and the head of Portland Canal could be undertaken by one of the vessels of the Pacific squadron of Her Majesty's Navy, it being understood that the British party's attention would be specially directed to the survey of the passage from the south of Tongas Island along the main coast through Pearce Channel into waters which are admitted on both sides to form a part of Portland Canal.

The Minister states that the Canadian Government might further co-operate with the United States in determining, by astronomical observations or triangulation, as might be agreed upon by the officers in charge of the respective parties to be best suited to the requirements of the case, the geographical position of a number of points on the shores of the coast strip, on which to found future inland surveys. The Government of Canada might also send, during the present season, three or four survey parties to commence the inland work mentioned, but as these parties, for the reasons already herein set forth, would require to conduct their operations independently of the United States' parties, it would be necessary to obtain the consent of the United States to the prosecution of so much of these surveys as would have to be performed within United States' territory, the same privilege being of course extended to the United States in so far as their survey parties might find it necessary to carry on their work within British territory.

It would obviously tend to facilitate the completion of the necessary arrangements if Her Majesty's Government were to consent that all details, including future communication with Washington, be carried out under the direction of the Government of Canada.

The Minister represents, in order that there may be no misunderstanding on the subject, that any suggestions contained in this Memorandum looking in the direction of co-operation with the survey parties proposed to be equipped and sent out by the United States' Government, are based upon the presumption that co-operation is sought for the purpose of establishing a satisfactory basis for the delimitation of the boundary prescribed by the Anglo-Russian Convention of 1825. Upon that understanding there could be no difference of opinion as to the object of both countries as regards the 141st degree of west longitude, and he recommends that the necessary steps be taken to acquaint the Government of the United States that the Government of Canada is as ready as formerly to join in a delimitation of the line, under the supervision of a Joint Commission, to any extent required and agreed upon in that behalf. Meantime it should be stated that the Government of Canada, upon its own account and at its own sole expense, sent a party into the Yukon country in the spring of 1887, in charge of Mr. William Ogilvie, a qualified astronomer and surveyor, who made a series of observations for the purpose of ascertaining, and he has ascertained approximately, the point of intersection of the Yukon River by the 141st degree of west longitude, besides which he made an examination and surveys of the territory to the north, and as any party sent jointly by the two countries could accomplish very little more than has already been done by Mr. Ogilvie, the Minister is of the opinion that the results of a joint survey at that point would, as far as Canada is concerned, serve no purpose which would justify the expenditure.

The Committee, concurring in the foregoing Report, advise that your Excellency be moved to forward a copy of this Minute to the Right Honourable the Secretary of State for the Colonies.

All which is respectfully submitted for your Excellency's approval.

Inclosure 4 in No. 14.

Mr. Klotz to Mr. Burgess.

Preston, December 11, 1889.

Sir,

ON the 22nd August last I received verbal instructions from you to proceed to Alaska and ascertain, if possible, what surveys the United States' Government is having made there preliminary to the discussion and delimitation of the boundary between Alaska and Canada.

I started for Alaska the following day, and arrived in Victoria on the 1st September.

To ascertain the desired information it was thought best to engage a small steam-schooner, and with it to follow the main shore-line of Alaska, beginning at Portland Channel, hoping thereby to intercept any survey party at work.

It may be stated incidentally that no sailing craft could be used in these inland ocean waters of South-eastern Alaska on account of the strong tides, calms on the one hand, and adverse winds and fierce willy-waws on the other.

Upon inquiry, it was found that there was no steam-schooner at Victoria save the "Saturna," which was offered for sale at 4,500 dollars, said to have cost 6,700 dollars.

She is 46 feet long, 12 feet beam, draws 5 feet of water, has two bunks, and is of 16 tons burthen. To buy this craft was out of the question. The other steam-schooners in which Victoria parties were interested were all at the salmon canneries along the mainland coast up to the Nasse River, and hence no definite arrangement about any of them could be made, and as the mail communication at best is only every fortnight to these canneries much valuable time would have been lost, the season being already far advanced, in corresponding with the captains of these schooners. Hence I decided to avail myself of the regular steam-boat of the Pacific Coast Steamship Company plying between Tacoma and Sitka, calling at various ports on the way, amongst others at Victoria, and on the steam-boat to make the round trip of Alaska.

In the meantime I had written to Mr. R. Cunningham at Port Essington about his steam-schooner, and had made arrangements with the Customs to allow the American steam-boat to land me on my return at Port Simpson, where I expected to find a reply from Mr. Cunningham, and possibly his craft too, wherewith to begin my coasting, in case I had till then not succeeded in my mission.

Through the wreck of the "Ancon" in Naha Bay I was detained at Victoria till Sunday the 15th September, when I boarded the "Corona," which took the place of the ill-fated "Ancon."

From the nature of my mission I travelled incognito.

After a day's journey it was learnt that amongst the passengers were E. Francis, United States' Pilot for South-eastern Alaska, and specially engaged with the United States' survey-vessel "Carlile Patterson," Mr. Swineford, ex-Governor of Alaska, George Bullene, United States' Boiler Inspector, and W. Bryant, United States' Inspector of Hulls, all men who were officially familiar with Alaska.

From Mr. Francis, who has been for twenty-two years Pilot in South-eastern Alaska, the following and important information was obtained:—

The "Carlile Patterson" is a three-masted steamer, 135 feet long, 32 feet beam, of 800 tons displacement, barque-rigged, and capable of steaming 9 knots on a consumption of 8 tons of coal a-day, and 7 knots on a consumption of 4½ tons of coal a-day in smooth water, and generally carries from 15,000 to 20,000 feet lumber for signals and scaffolding. She has ten officers, and a crew of fifty-two men, making sixty-two all told. Accompanying the "Patterson" are three steam-launches; one has two or three bunks for officers, and others for crew.

This launch, "Cosmos," is of 16 tons, and to man it requires a fireman, pilot, and cook. The two other launches are open, *i.e.*, not covered, and of 3 to 4 tons.

During the past year the "Patterson" has been engaged in the survey of Stephen's Passage and Seymour Channel, delineating the shore-line and taking soundings for the purposes of navigation. Stephen's Passage lies between Admiralty

Island and the mainland, and Seymour Channel is a deep bay in the above cited island.

No inland topographical work was done, although prominent peaks are located by triangulation, and, if an easily accessible elevation near the shore presents itself, it is occupied for the better determination of the location of prominent physical features of the country. Otherwise the work is nearly all done from boats. After the "Patterson" arrives on the survey ground she seldom moves about, save short distances to another anchorage, the work being done with the steam-launches and boats.

For the principal triangulation along the coast, base lines of 3 to 4 miles are measured by means of one continuous piece of piano wire supported by boats quarter to half a-mile apart, and to which a tension of 30 lbs. per mile is applied. The length of the wire is determined before and after its application as above.

In the hydrographic work the usual adoption of a plan of sounding-lines prior to the commencement of the survey is not strictly adhered to, but is modified by the peculiarities incident to the survey, such as the condition of winds, weather, and currents. The "Patterson" has now no topographical party on board. The officers all belong to the Navy; the astronomer is generally a civilian, although at present he is an officer, too. As already mentioned, the steamer takes out each year some 15,000 to 20,000 feet of lumber for signals, both small and large. The larger ones, for the primary triangulation, are from 30 to 40 feet in height, and are built of inch stuff.

The "Patterson" proceeded to Alaska in April last, and returned on the 28th September. She winters at San Francisco, or more generally at the Navy Yard at Mare Island in San Pablo Bay. The office work is done on board, or in the offices of the Navy Yard.

800 to 900 miles of shore-line is considered a good season's work. This includes islands.

The weather in South-eastern Alaska is very variable. During some seasons six weeks of continuous fine weather prevail, while the following one may have almost continuous rains.

Port Simpson in British Columbia is, and has been, the basis for longitude for the survey of South-eastern Alaska. The reason of this is, that many observations had already been taken here by British navigators prior to the beginning of the United States' survey, and, besides having a Hudson's Bay post and a small Settlement, it was a desirable place for storing the United States' launches, there being formerly no other place on the coast to the north (in Alaska) to offer these advantages. It is readily seen, then, that each year's observations here increased its value as a point of reference.

After the "Patterson" leaves San Francisco she calls at Port Townsend, where observations for time are taken, and a comparison of chronometers made with Washington by a direct telegraphic circuit. Of chronometers, ten are carried on board. Arriving then at Port Simpson, observations are again made for time and rate before proceeding to work in Alaska. After the season's work similar observations are again made, first at Port Simpson, and then at Port Townsend, thereby obtaining a determination of rate, which quantity enters directly into the observations for longitude on the survey.

Cape Fanshaw on the mainland and in Prince Frederick Sound has now been accurately connected with Port Simpson, and is to be used hereafter as a point of reference for longitude.

Congress appropriated 100,000 dollars in 1883 for the construction of a survey-vessel specially fitted for the waters of South-eastern Alaska. In compliance therewith the "Carlisle Patterson" was built, and launched in January 1884.

From G. Lockerby, Custom-house officer at Port Simpson, British Columbia, the information was obtained:—

The "Patterson" left here on the 22nd April last, and returned on the 2nd October, on her way to San Francisco. The steam-launch "Cosmos" was then put on her ways here. Observations were taken before leaving, and again on their return here, as has always been their custom. The field of operation has been in surveying the channels south of Juneau.

From D. L. Shoemaker, trader and storekeeper at Fort Wrangell, it was learned that no survey-vessel has passed there during the past year save the "Patterson." The survey around Wrangell is completed. Inquiries along the coast at the various places at which we stopped elicited the same information, *i.e.*, that the "Patterson"

was the only vessel engaged in surveying in South-eastern Alaska, and in continuation of her previous year's work of shore-line and hydrography.

Itinerary.

The route covered by my trip in Alaska was as follows:—

After passing across Dixon Entrance we stopped in succession at Tongass Narrows and Loring, in Naha Bay, both places having salmon canneries, but no other industry nor Settlement. The next landing-place was at the deserted village of Fort Wrangell. From here we continued through the tortuous Wrangell Straits, Prince Frederick Sound, and Stephen's Passage, to Juneau, the largest settlement in Alaska, having probably 1,000 inhabitants, all dependent upon mining.

The Great Treadwell Gold Mine, of 240 stamps, on Douglas Island, opposite Juneau, was also visited. The quartz vein of this mine is 500 feet wide, intersected by what the miners call a slate "horse." The quartz is a very low grade ore, and the gold is extracted from the iron pyrites by the chemical process of chlorination, after first roasting the ore. Whenever free gold is found, it is in small spar veins in the quartz. The mine is an open one, and is now sunk 290 feet from the surface. The cost of mining is 85 cents per ton, and of stamping and chlorinating, 80 cents, and nets 3 dollars per ton; 20,000 tons are crushed monthly, so that the net profit of this mine gives the handsome sum of about 750,000 dollars a-year.

From here Lynn Canal was ascended, and both Chilkat and Chilkoot Inlets entered, the former to Pyramid Island, in the vicinity of which there are three salmon canneries, the latter to the defunct Haines' Mission. Retracing our steps until Icy Strait was reached, we steamed northward into Glacier Bay, where the famous Muir Glacier was visited, walking out on its eastern flank about 2 miles. Turning south, we called at the cannery at Bartlett Bay before leaving Glacier Bay.

From there, after passing through Chatham and Peril Straits, we put in at picturesque but dilapidated Sitka, the capital, whose glory is buried in past generations. At present there are stationed at Sitka twenty-six marines, under Lieutenant Turner, and belonging to the war-ship "Pinta." For defence two howitzers are available.

To await the out-going mail the steamer must always remain twenty-four hours at Sitka.

The revenue-cutter "Rush" was lying in the harbour, having quite lately returned from her cruise in Behring's Sea, where she made a number of seizures of Canadian schooners engaged in sealing on the high seas. The complement of the "Rush" is forty-five men, and she carries two caannon and two Gatlings.

Leaving Sitka, the return journey was begun, calling first at Killisnoo, on Admiralty Island. Here are oil works, besides an Indian settlement. Several hundred barrels of oil, obtained from the herring, were taken on board. The refuse from the hydraulic presses, by means of which the oil is extracted, is roasted and ground, and shipped as fertilizer to the Spreckels sugar plantation, on the Sandwich Islands.

The steamer touched again at Juneau on the return journey, and at the other places southward already mentioned. At Juneau, the United States' survey vessel "Patterson" was seen and photographed.

As the special information that was desired had by this time been obtained, it was unnecessary to stop at Port Simpson, charter a steam-schooner, and coast along South-eastern Alaska. This alone would have cost more than my whole trip cost.

It was considered to be in the interest of the Department that the Coast Survey Office in San Francisco be visited. Accordingly, after a few days' detention at Victoria, after returning from Alaska, I proceeded to San Francisco, via Portland and the Mount Shasta route. There I met Lieutenant H. E. Nichols, United States' Navy, and Mr. Lawson, who, in the absence of Professor G. Davidson, is in charge of the Coast Survey Office. Both gentlemen received me most kindly, and cheerfully answered the questions asked.

Lieutenant R. E. Nichols, United States' Navy, is in charge of the "Pacific Coast Pilot," and is at present engaged revising the edition of 1883, and expects to have another out within a year. He is the officer who began the coast-survey of South-eastern Alaska, and it was also he who had the ways built at Port Simpson for housing the steam-launches accompanying the survey-vessel. The survey of South-eastern Alaska, *i.e.*, that portion lying east and south of Cross Sound, will soon be completed; next year there will be two parties out, working in Chatham Straits and vicinity. The

information acquired from other sources, that Port Simpson has been the base for longitude work in Alaska, was repeated to me by Lieutenant Nichols, and also that time-observations are taken at Port Simpson in the spring and fall, as well as at Port Townsend, where a circuit with the Davidson Observatory at San Francisco or Washington is had. He informed me that two coast-survey parties had been sent to the Yukon this year for taking observations to determine the intersection of the meridian of 141 degrees west longitude with the Yukon and Porcupine Rivers. The parties ascended the Yukon from St. Michael's by means of the steamer of the Alaska Commercial Company, one party to ascend the Porcupine, the other to station itself near Fifty-Mile Creek, where our Mr. Ogilvie observed. They will winter in the country, and are well supplied with instruments.

Last year there was a triangulation made of Portland Canal, or Channel, the plan of which was shown to me; on it was noticed an astronomic station on the west side of the mouth of Bear River, and in latitude $55^{\circ} 56'$, to the nearest minute.

In the coast survey, mountain peaks are put in by triangulation from shore, and if a peak is close by, and accessible, it is occupied, otherwise no inland or on-land surveys are made.

The Alaska coast survey is carried on on the same lines as Pender's hydrographic survey of British Columbia.

This is the substance of the information obtained from Lieutenant Nichols.

I was in hopes of meeting Professor G. Davidson at San Francisco, in charge of the Pacific Division of the United States' Coast and Geodetic Survey, but unfortunately found him absent, being at Paris, attending the International Geodetic Congress. The officer next in charge, Mr. J. S. Lawson, was, however, seen, and topics of professional interest in general discussed, besides ascertaining, on my part, the work being done in Alaska. On this latter topic nothing essentially new to me was learned, the gist being that two parties are engaged in determining the 141st meridian on the Yukon and Porcupine, for the purpose of establishing the boundary-line, and a third party is simply continuing the coast and hydrographic survey of former years in South-eastern Alaska.

A short detour was made to the Navy Yard at Mare Island, where I boarded the "Ranger," a two-masted schooner used for coast survey, hydrography, and deep-sea soundings. She carries two small guns, has 150 men, and 25 naval officers. The United States' coast-survey vessel "McArthur" was also lying at anchor here. Both of these vessels were engaged on the California coast during the past season, as also the "Hassler."

The opportunity was embraced, too, of visiting the Liek Observatory, on Mount Hamilton, where I remained two days, enjoying the hospitalities of the Director, Professor Edward S. Holden, and had the pleasure of examining the great 36-inch refractor, besides the numerous other instruments, gaining thereby information which will be of service in my official capacity with the Department of the Interior.

Physical Features.

The following notes on the physical features of South-eastern Alaska are based on personal observations and partly on information gathered from reliable sources.

The description will begin at Dixon Entrance and continue along the shore of the mainland northward.

The whole country is intensely mountainous.

[*Note.*—As there will be frequently occasion to refer to the "Pacific Coast Pilot," Part I, Alaska Edition, 1883, "T.C.P." will be used as a designation therefor.]

To quote from the P.C.P., p. 109, "the same type of topography prevails upon the continental border as that exhibited in the half-submerged condition of the Columbian and Alexander archipelagoes. If the latter were entirely elevated above the sea level, they would in essential features resemble the present continental border, and were the valleys of the last depressed below the sea level, a similar extension of the archipelago, without change of character, would be the result. Sumner Strait appears to be merely the prolongation seaward of the valley of the lower Stikine. In passing from Chatham Sound across Dixon Entrance, the entrance (or Portland Inlet as designated on some Charts now), to Observatory Inlet is distinctly seen, whereas the entrance to the Portland Canal or Channel of Vancouver, or Pearse Canal of the United States' Charts, now is not distinguishable, chiefly on account of the number of small islands which lie between it and the open sea. Snow-capped peaks were seen in the direction of Portland Channel and southward, they appeared to be behind foot

hills, which apparently have a long gentle sloping base towards the sea, and are all densely wooded. This gentle sloping with comparatively low banks is marked here in contradistinction to the characteristics of the mountains farther north on the Alaskan coast, where almost universally the land rises abruptly from the ocean to mountain heights. North of Pearse Island along Portland Channel the land rises abruptly from the water's edge, sometimes to the height of 6,000 ft., and the mountains are snow-clad the year round. The head of Portland Channel terminates in low, woody, swampy land, the shallows being formed by detritus carried down by the Salmon and Bear Rivers flowing from the north and discharging at the head of the canal or channel. Following the mainland shore-line northward we find it bounded on one side by immediately contiguous mountains, except where intersected by rivers.

The mountains which rise immediately from the water's edge are not always the highest ones visible, as for instance at Juneau, the adjacent mountain ridge is fully 3,000 ft. high, being above the timber line some hundreds of feet, yet beyond this mountain ridge and across the intervening valley are mountains considerably higher and naturally carrying more eternal snow.

Ascending Sheep Creek, 3 miles below Juneau, to its head, being about 4 miles in a straight line, and there climbing the adjacent mountains, which contain numerous glaciers and are at least 2,000 ft. higher than the mountain ridge immediately behind Juneau and already referred to, one can see the Auk Glacier, Lynn Canal and southward to Port Snettisham and Holkham Bay, locally known as Sumdum Bay. There seems to be a continuation of glaciers to Auk Glacier, and as far as the eye can reach all is one ice-field with bare peaks sticking out here and there. The highest peak in this vicinity appeared to be 15 to 20 miles from the coast.

From the same point of observation a distant view to the south-eastward is obstructed by the high range of mountains running along the east side of Taku Inlet.

Holkham Bay is bounded by lofty mountains.

The first glacier-ice, as flocs or miniature bergs, is encountered after emerging from Wrangell Narrows. It is sent forth by the Patterson Glacier. Beyond or northward along Prince Frederick Sound, Stephen's Passage, Taku Inlet, Lynn Canal, and Glacier Bay, numerous glaciers are seen, and into the last mentioned bay the great Muir Glacier, presenting an ice-wall to the sea 1 mile wide and 300 ft. high, discharges or rather tumbles. Its neve and ice-fields extend eastward and join those of the Davidson Glacier, which empties into Lynn Canal.

An approximate estimate of the extent of the Muir Glacier with its laterals gives an area equal to about one-eighth of the whole of Switzerland.

The proximity of these ice-rivers become apparent at sea by the discoloration of the sea-water to a dirty milky colour.

The Stikine sends its glacial waters far out to sea, at the same time depositing large amounts of sedimentary matter, forming extensive shoals.

Nearly all shoals, and there are not many, in Alaskan waters are due to the action of glaciers.

At Berner's Bay in Lynn Canal the timber-line is found at an elevation of 2,000 ft., the bay is surrounded by precipitous snow-clad mountains of 5,000 ft. and upwards. Three streams enter this bay, the East Twin, Middle Twin, and West Twin, not shown on the Charts as yet.

The Peninsula separating Chilkat and Chilkoot Inlets in Lynn Canal is comparatively low and covered with brule, whereas immediately behind the west shore-line of Lynn Canal rise lofty snow-clad mountains, embracing practically the Peninsula lying between Lynn Canal and Glacier Bay.

Immediately to the west of Glacier Bay and north of Cape Spencer we encounter the St. Elias Alps, extending westward beyond the 141st meridian (boundary-line). These mountains rise immediately behind the shore-line and include the highest uplifts of the North American Continent. At the south-eastern extremity of this range the summit is about 10 miles from the shore, this distance increases slightly towards Yakutat Bay.

The summit of Mount St. Elias is about 20 miles from the sea, as determined by triangulation.

From the very mountainous character of the whole country access to the interior of South-eastern Alaska is only practicable along rivers, and of these there are but a few, besides some creeks several miles in length.

The principal rivers, the Stikine-Taku and Chilkat, rise in Canadian territory.

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The rain-fall throughout South-eastern Alaska is large, yet varying considerably between different places and for different years.

The annual precipitation at Juneau is about 9 ft.

As a result of the humid atmosphere the vegetation is rank and the whole surface of the mountains below the timber-line is densely wooded.

The most common timber is the Sitkan spruce, it is softer than the Puget Sound fir, and is apt to crack or check, but is not very pitchy. The pitch is found mostly in the sap-wood and not in the heart. Three feet across the stump is an average size, and sometimes trees of 6 ft. in diameter are found. Besides this wood, hemlock is found, whose dimensions often exceed those of the spruce, but it is not utilized. Yellow cedar, balsam fir, scrub pine, poplar, and birch occur in limited quantities.

The Boundary Line.

For the purpose of reference, Articles III and IV of the Convention between Great Britain and Russia, signed at St. Petersburg, of the 16th (28th) February, 1825, are here inserted.

Article III. The line of demarcation between the possessions of the High Contracting Parties upon the coast of the Continent and the islands of America to the north-west, shall be drawn in the manner following:—

Commencing from the southernmost point of the island called Prince of Wales Island, which point lies in the parallel of 54° 40' north latitude and between the 131st and the 133rd degree of west longitude (meridian of Greenwich), the said line shall ascend to the north along the channel called Portland Channel, as far as the point of the Continent where it strikes the 56th degree of north latitude, from this last-mentioned point the line of demarcation shall follow the summit of the mountains situated parallel to the coast as far as the point of intersection of the 141st degree of west longitude (of the same meridian), and, finally, from the said point of intersection, the said meridian line of the 141st degree, in its prolongation as far as the Frozen Ocean, shall form the limit between the Russian and British possessions on the Continent of America to the north-west.

Article IV. With reference to the line of demarcation laid down in the preceding Article, it is understood—

1. That the island called Prince of Wales Island shall belong wholly to Russia.

2. That wherever the summit of the mountains which extend in a direction parallel to the coast, from the 56th degree of north latitude to the point of intersection of the 141st degree of west longitude, shall prove to be at the distance of more than 10 marine leagues from the ocean, the limit between the British possessions and the line of coast which is to belong to Russia, as above-mentioned, shall be formed by a line parallel to the windings of the coast, and which shall never exceed the distance of 10 marine leagues therefrom.

Let us analyze the above.

“The southernmost point of the island called Prince of Wales Island.”

Admitting in the meantime what island Prince of Wales Island is, there can be no question what the “southernmost point is,” for there can only be one southernmost point, hence this is an indisputable point, although it might require extended surveys to determine its location.

“Which point lies in the parallel of 54° 40' north latitude, and between the 131st and 133rd degree of west longitude.”

There are apparently two designations for one and the same point. The first designation or location of the point is a physical feature, irrespective of its exact geographical position. The second one relegates the point to geographical co-ordinates, without, however, defining the absolute position of the point of commencement of the line of demarcation.

In order to define the point by geographical co-ordinates it must be referred to the intersection of two lines, not merely state that the point “lies in the parallel of 54° 40' north latitude, and between the 131st and 133rd degree of west longitude,” leaving an uncertainty of 2 degrees of longitude, equivalent to about 75 miles, of its position. Hence, undoubtedly the second designation is and could only be intended as explanatory of the first, to assist in identifying the vicinity in which the southernmost point of Prince of Wales Island is situated, and thereby excluding any doubt, too, what island the High Contracting Parties considered as Prince of Wales Island.

The position in longitude of the point of commencement as being “between the 131st and 133rd degree” conclusively shows that the island in question is what is now

know as Prince of Wales Island, and to assume for a moment that Wales Island, as known on the Charts now, was meant, is untenable, as it is distant about 60 miles eastward from Prince of Wales Island, and falls outside of the limits "between the 131st and 133rd degree," whereas the southern extremity of Prince of Wales Island falls very nearly in longitude 132°, the mean of the limits "between the 131st and 133rd degree" of the Convention.

It may be remarked that latitude determinations could always be more accurately obtained than those for longitude, even at the present time, although the disparity in accuracy between latitude and longitude observations in Vancouver's time was greater than now.

However, the Charts that existed at the time of the Convention, bearing upon the geography in question, were certainly sufficiently accurate to distinguish between two points 1½ degrees apart in longitude, as the southern extremities of Prince of Wales Island and Wales Island are.

That Prince of Wales Island, as now recognized, is the one of the Convention, and not Wales Island, is obvious from the negotiations. Speaking of Prince of Wales Island, Petroff, in his official Report on Alaska to the United States' Census Office, says, p. 84, "Strange to say, this large island, which has been known to the maritime nations of the globe for over 100 years, still remains unsurveyed, and has been variously named an island and an archipelago, and accounts of natives report numerous navigable passages cutting through it here and there."

While the Alaskan matter was under discussion between Great Britain and Russia, the Russian Plenipotentiaries submitted in 1824 a contre projet (to the one of Sir Charles Bagot) with reference to the southern limit of Russian possessions, in which the following passage occurs: "Comme le parallèle du 55° degré coupe l'Île du Prince-de-Galles dans son extrémité méridionale. . . ." From the then known geographical position, especially in latitude, of Prince of Wales Island and the island now known as Wales Island, it was evident that the 55th parallel of latitude could not cut Wales Island, lying many miles to the south of that parallel, while Prince of Wales Island, as now known, is cut by that parallel. Other references in the negotiations to "l'Île du Prince-de-Galles" make it obvious that Prince of Wales Island, whose southernmost point approximately "lies in the parallel of 54° 40' north latitude," was referred to, and never Wales Island, the creation of which latter name is of a date subsequent to the Convention.

Attention is drawn to the Map in P.C.P., opposite to p. 49, on which is shown "Boundary-line between Alaska and British Columbia," as following the parallel of 54° 40' north latitude from the meridian of 132° 30' to that of 130° 30' west longitude, and from the latter meridian deflects into what is termed on that Map Portland Inlet, being the entrance to Observatory Inlet, as designated by Vancouver.

It is not plain on what authority the boundary-line is laid down as beginning on the parallel of 54° 40' north latitude at its intersection with the meridian of 132° 30' west longitude, and thence east on that parallel to the meridian of 130° 30'.

The perpetuation of inaccuracies may in time create a belief in the accuracy of the inaccuracy, and a non-refutation of the inaccuracy help to establish such belief.

"The said line shall ascend to the north along the channel called Portland Channel, as far as the point of the continent where it strikes the 56th degree of north latitude."

We have herein given two physical features and one geographical line as determining and limiting references for a part of the boundary-line.

The physical features are "the southernmost point of the island called Prince of Wales Island," and "Portland Channel," the geographical line being "the 56th degree of north latitude."

That these physical features were sufficiently well known to the two High Contracting Parties is evident from the fact that Charts then existed, and were referred to by the Plenipotentiaries, showing these features. In fact, the latest Charts of the most recent surveys, show no essential difference between those referred to, as delineated three-quarters of a century ago, and now. Hence, as far as the point of commencement, "the southernmost point of the island called Prince of Wales Island," and "Portland Channel," are concerned, there was practically as much known in 1824 as now, with additional surveys, and, hence, the terms of the Convention regarding this part could not be lacking in definiteness from ignorance of the physical features or the geographical position of the same.

"The said line shall ascend to the north along the channel called Portland Channel." Some commentators have adversely criticized "shall ascend to the north,"

basing their conclusions on the geographical position of the point of commencement and that of Portland Channel, which has its entrance in nearly the same latitude as the point of commencement, but over a degree to the east thereof.

The first part of the whole boundary-line may be said to extend from the southernmost point of Prince of Wales Island to a certain point on the 56th degree of north latitude.

We see, therefore, that the objective point in this part of the line is at the 56th degree of north latitude, and as the point of commencement is approximately in latitude $54^{\circ} 40'$, it necessarily follows that no matter how many courses and directions the first line may have, it must "ascend to the north."

Now, as there are various courses or directions by which it may ascend to the north, the Convention specifies and makes definite that "the said line shall ascend to the north along the channel called Portland Channel." It may be mentioned that another channel—Duke of Clarence Channel—was under discussion by the negotiators, and through which the boundary-line was to "ascend to the north" from the same point of commencement, the southernmost point of Prince of Wales Island. It would be absurd to assume that the negotiators imagined, with the geographical information before them, the line to run north from the southernmost point of Prince of Wales Island to the entrance of Portland Channel. As a matter of fact, the entrance to Portland Channel is north of the point of commencement, although the general direction between the two is east and west.

"Along the channel called Portland Channel." In the negotiations between the Plenipotentiaries we find in the correspondence, "*De là par le milieu de ce canal*" (Portland). This furnishes an interpretation of the word "along," being equivalent to "through the middle of."

By international interpretation "middle channel" means "deepest channel," i.e., "middle" is dependent upon depth of water and not upon the configuration of the sides or shores bounding the waters. This is the natural interpretation too, as in water boundaries navigation is the principal consideration.

As to the name Portland Channel or Portland Canal, both names appear in editions of Vancouver's voyages for one and the same arm of the sea.

Negotiations regarding the boundary-line between the British and Russian possessions on the north-west coast of America culminated in the Convention of the (16th) 28th February, 1825; hence any geographical name occurring in such Convention must have originated prior to that date.

It is an undisputed matter of history that Vancouver in his voyages of discovery gave the name Portland Channel (Portland Canal) to a certain inlet, the entrance to which was eastward of the southern extremity of Prince of Wales Island.

As there are two arms or inlets with entrances eastward of the southern extremity of Prince of Wales Island, it may be necessary to show clearly what was and could only have been understood to be Portland Channel by the negotiators of 1825, in view of the fact that the United States' Government maintains an interpretation inconsistent with the data.

The names Portland Channel and Observatory Inlet, as given by Vancouver, were never questioned by any navigator or geographer up to 1825, the time of the Convention, as designating those features to which Vancouver applied the above names. Nor did any cartographer, British or Russian, prior to the Convention, apply those names in any other sense than the one as originally given by Vancouver. Whatever signification may have been given, or has been given, to the terms Portland Channel and Observatory Inlet subsequent to the Convention, can have no bearing on the question as establishing the meaning of these two terms at the time of the Convention. The record of Vancouver's voyages makes it most clear what arm he called Portland Channel and what arm Observatory Inlet.

To quote from vol. iv, 8vo. edition, 1801:—

"Sunday, 21st July, 1792. By sunset we entered the arm up which we expected to find this extensive inland navigation. To its south-east point of entrance I gave the name of Point Maskelyne, after the Astronomer Royal. It is situated in latitude $54^{\circ} 42\frac{1}{2}'$, and longitude $229^{\circ} 45'$." . . . Vancouver then proceeded north-easterly up this arm "until we arrived abreast of an opening about 2 miles wide at its entrance on the western shore, seemingly divided into two or three branches, taking a direction about north 18° west. The observed latitude at this time was $54^{\circ} 58'$, longitude $230^{\circ} 3'$." This was on the 22nd July, 1793.

He continued in a north-easterly course, reaching on the 25th July the head of

the inlet, "where as usual it was terminated by low swampy ground, and in latitude $55^{\circ} 32'$, longitude $230^{\circ} 10'$."

Returning "Saturday, the 27th, we set out with fair weather, and having a rapid tide in our favour soon reached the east point of entrance into the north-north-west branch, which, after Mr. Ramsden, the Optician, I called Point Ramsden, lying in latitude $54^{\circ} 59'$, longitude $230^{\circ} 2\frac{1}{2}'$ From hence we directed our course north-west, 3 miles to a low point on the larboard shore, where we found this arm to communicate with another leading in a south-west and north-north-east direction, and being in general about half a league in width. After breakfast we pursued the latter direction and steered for the eastern or continental shore." It is important to observe in the above, Vancouver's words, "where we found this arm to communicate with another leading in a south-west and north-north-east direction," clearly showing that as soon as he saw the waters which extended north-north-east and south-west (from his point of observation) did he consider them to be one and the same arm, to which he afterwards, as we shall see, gave the name Portland Channel (Portland Canal).

Vancouver pursued northward until on Monday, the 29th July, the inlet "was found to terminate in low marshy land in latitude $55^{\circ} 45'$, longitude $230^{\circ} 0'$."

On the next day he was on his way back, following the western or continental shore-line until, on the 2nd August, "we set out nearly and passed through a labyrinth of small islets and rocks along the continental shore, this, taking now a winding course to the south-west and west, showed the south-eastern side of the channel to be much broken, through which was a passage leading south-south-east towards the ocean. We passed this in the hope of finding a more northern and westerly communication, in which we were not disappointed, as the channel we were then pursuing was soon found to communicate also with the sea, making the land to the south of us one or more islands. From the north-west point of this land, situated in latitude $54^{\circ} 45\frac{1}{2}'$, longitude $229^{\circ} 28'$, the Pacific was evidently seen between north 85° west, and south 81° west. Off the point at a little distance from the mainland, was an island about half-a-mile from us, the opposite or continental shore lying north-east not quite half-a-mile distant.

Between this and the westernmost land in sight the shores appeared to be much divided, with small rocky islets and breakwaters in most directions. . . . The outer-most lies nearly south-east about $2\frac{1}{2}$ miles from the point seen the former morning, and stated to be the north point of the passage leading towards the ocean."

The above is a definite description of that arm of the sea explored by Vancouver from the 27th July to the 2nd August, 1793.

After further explorations he says, "in the forenoon" (15th August), "we reached that arm of the sea, whose examination had occupied our time from the 27th of the preceding to the 2nd of this month. The distance from its entrance to its source is about 70 miles, which, in honour of 'he noble family of Bentinck I named Portland's Channel."

Here we have in unmistakable terms what Portland Channel is. The western shore of Portland Channel is the continental shore-line throughout.

The P.C.P., p. says, "Point Wales forms the western headland of Portland Canal or Channel, whose opposite headland is formed by Point Maskelyne. It was named by Vancouver, who says, "the distance from its entrance to its source is about 70 miles, which in honour of the noble family of Bentinck I named Portland's Canal." This last quotation is undoubtedly misapplied in the P.C.P. For, when we take the whole quotation as already given, we find that "its entrance" refers to that arm of the sea whose examination had occupied our time from the 27th of the preceding to the 2nd of this month" (August).

Vancouver was neither at Point Wales nor at Point Maskelyne, nor in the waters between them during this time, so that it is obviously incorrect to apply the quotation from Vancouver, regarding Portland Channel, for making the entrance of Portland Channel between Point of Wales and Point Maskelyne.

It has been shown that the entrance of Portland Channel is not between Point Wales and Point Maskelyne, and now to remove the slightest trace of indefiniteness as to the entrance to Observatory Inlet we again quote Vancouver! "The west point of Observatory Inlet I distinguish by calling it Point Wales, after my much esteemed friend Mr. Wales, of Christ's Hospital, to whose kind instruction in the early part of my life I am indebted for that information which has enabled me to traverse and delineate these lonely regions.

Attention is drawn to the dates when Vancouver bestowed the names "Portland Channel" and "Observatory Inlet" upon certain arms or inlets. His journey

through these waters began on the 21st July and ended on the 2nd of August following. On the 15th August he gives and records the name Portland Channel, and on the 16th August the name "Observatory Inlet." From this it is seen that he had the topography of the two arms before him from his own surveys, before he assigned the names, and as each arm had a distinct entrance to the sea Vancouver named the two arms as already stated.

In the P.C.P., p. 58, will be found the following:—

"Northward from Wales Island lies a long island separated from the main shore by a branch trending in a nearly north direction, and continuous with the upper main branch of the inlet, or Portland Channel." This statement of continuity of the upper part of the arm of the sea with the lower part is a confirmation of Vancouver's judgment in assigning the name Portland Channel as he did.

On p. 60, P.C.P., we find, "When approaching Point Ramsden, Vancouver was in doubt as to which of the two arms was the main branch of the inlet, but after his explorations it became evident that the western prolongation of the inlet is entitled to that precedence, both on account of its greater freedom from obstructions and from its length. To this portion only is now generally applied the name of Portland Canal." What is now generally understood by Portland Canal is of no matter as far as the interpretation of the Convention of 1825 is concerned. Be it furthermore pointed out that, when Vancouver was in doubt as to the main branch of the inlet, he was not aware that there were two arms of the sea extending inland, he only knew of the one whose entrance was between Point Wales and Point Maskelyne. His further explorations dispelled the idea of branches, when he found that the westernmost branch continued south-westward, to the sea itself, and had its own entrance. To assume, as is contended by the United States, that Vancouver designated as Portland Channel what is now shown on the United States' Coast and Geodetic Survey Maps as Portland Inlet and Portland Canal would leave that part of Portland Canal south of the waters connecting Portland Canal and Observatory Inlet, which he had explored, without a name, in itself a most improbable circumstance. That Vancouver should navigate such an arm seawards, and after having located its entrance to the sea, besides other topographical and geographical positions, leave it without a name, is most unlikely. However, we have positive proof that he did name it, as already given in his own words.

As the geographical position of the entrance to Portland Channel has not been clearly defined, and as the line of demarcation is to commence at the southernmost point of the island called Prince of Wales Island, thence shall ascend to the north along the channel called Portland Channel, the course between the said southernmost point and the entrance to Portland Channel is necessarily an arc of a great circle, or what is commonly called a straight or direct line. In descriptions of territorial limits, the line joining any two consecutive fixed points is always, unless otherwise expressly stated, the direct line, i.e., an arc of a great circle. It may be mentioned that in all surveying operations only arcs of great circles can be directly laid down, as a great circle lies in a vertical plane, the plane in which the telescope of an adjusted transit or theodolite moves.

A parallel of latitude cannot connect the southernmost point of Prince of Wales Island and the entrance to Portland Canal, as they are not on the same parallel.

To continue with the boundary-line, "as far as the point of the continent where it strikes the 56th degree of north latitude."

The position of the boundary-line has now been discussed and brought up to the head of Portland Channel.

The data given for determining the position of the boundary-line beyond the head of Portland Channel are: the terminus of the line at the head of Portland Channel, the parallel of 56° north latitude, and that the northerly terminus of that part of the boundary-line now under discussion is on the continent (more unequivocally expressed by the words of the Convention, "la terre ferme").

That the negotiators could not have believed Portland Channel to extend to the parallel of 56° is evident from Vancouver's observations, which place the head of the channel or canal in latitude 55° 45', and shown thus on his Charts, and as Mr. Bayard, Secretary of State for the United States in 1835, states in a letter under date the 20th November, 1835, to Mr. Phelps, the United States' Minister to England, it "may be assumed with confidence that the Charts employed in the negotiations were those of Vancouver."

Furthermore, had such a belief obtained, then the words "de la terre ferme" would not only have been superfluous, but would have introduced an impossibility, for

the terminus of that part of the boundary-line cannot be in Portland Channel, and at the same time on "la terre ferme."

There is, however, some vagueness in the wording of this part of the Convention, that is, in what direction the line shall ascend from the head of Portland Channel to the parallel of 56° north latitude.

The whole line of demarcation, as laid down in the Convention, is divided into three divisions:—

1. From the southernmost point of Prince of Wales Island to the 56th degree of north latitude.

2. From this last mentioned point along the summit of the mountains situated parallel to the coast to the 141st meridian.

3. Along the 141st meridian to the Frozen Ocean.

In the original text the descriptions of these parts are respectively separated by a semicolon, showing that each part is in so far complete in itself, that it is independent of that which succeeds the semicolon:—

"Jusqu'au point de la terre ferme où elle atteint le 56° degré de latitude nord."

"Jusqu'au point," as far as the point, not a point, but the point, a definite point, on the continent, where the continent attains the 56th degree of north latitude.

The continent attains the 56th degree of north latitude on a line, an infinite number of points, but which of these latter points is to be the point is not stated nor defined in the description of the line of demarcation of this part marked first above.

By induction, however, the point on the 56th degree of north latitude can be obtained. In the description of the second part marked second above, of the line of demarcation, the boundary-line follows the summit of the mountains situated parallel to the coast as far as the 141st meridian. Granting, for the present, the existence of the mountains, the line following the summit thereof must cross the 56th degree of north latitude somewhere. If this crossing or intersection is distant more than 10 marine leagues from the ocean, the summit at the point of intersection will be more than 10 marine leagues from the shore, in which event the 2nd paragraph of Article IV provides that the international limit shall then be at a distance of not more than 10 marine leagues from the coast, so that the point of intersection will be not more than 10 marine leagues from the coast, and on the 56th degree of north latitude. Now, as the terminus of the boundary-line beyond the head of Portland Channel must be on the 56th degree of north latitude, and the beginning of the next part of the boundary-line must necessarily begin from that point where the preceding part of the boundary-line terminates, and, furthermore, be at the intersection of the line of the summit of the mountains situated parallel to the coast with the 56th degree of north latitude, or at that point on the 56th degree which is distant 10 marine leagues from the coast, it is seen that only one point fulfils the conditions imposed by parts 1 and 2 (being the terminus and beginning respectively of these parts) of the boundary-line, and without being at variance with any other part of the description. Hence, the direction of the line from the head of Portland Channel to the parallel of 56° north latitude is dependent upon the position of the line of the summit of the mountains situated parallel to the coast primarily; secondarily, upon the line parallel to the windings of the coast, in case the summit of the mountains situated parallel to the coast shall prove to be of a greater distance than 10 marine leagues from the coast.

For the second part of the boundary-line, the Convention states, "from this last-mentioned point the line of demarcation shall follow the summit of the mountains situated parallel to the coast as far as the point of intersection of the 141st degree of west longitude."

Three questions arise in this description:—

1. What constitutes "mountains situated parallel to the coast"?

2. What is the "coast"?

3. Do mountains exist which are "situated parallel to the coast"?

"Mountain" is defined by Webster as "a large mass of earth and rock rising above the common level of the earth or adjacent land; an elevation or protuberance of the earth's surface; a high hill; a great eminence; a mount." The same authority gives "coast" as "the edge or margin of the land next to the sea; the sea-shore." To what elevation the land must rise above the common level of the earth to constitute a mountain cannot be answered by any definite number of feet, as it depends upon the general topography of the country in question.

In the region under discussion, South-eastern Alaska, when the elevation of land

Coast Mountain

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attains an altitude above the timber-line, such elevation of land may then undoubtedly be termed a mountain.

With these premises of mountain and coast it will be simpler to understand the location of the line of demarcation along the summit of the mountains.

To the question, Do mountains exist which are situated parallel to the coast? references will be made to published official Reports, and to the personal observations of the writer.

Beginning at Portland Channel, the mountains along and near the coast-line up to the 141st meridian will be considered.

We find on the Admiralty Chart, "Port Simpson to Cross Sound, including the Koloschensk Archipelago," with corrections to 1886, that the head of Portland Channel and its west shore are abutted by mountains ranging from 2,000 to 6,000 feet in height, and which are within 10 miles from the shore.

On the west side of the peninsula lying between Portland Channel and Behm Canal the P.C.P., p. 72, says, "The surrounding country" (around Smeaton Bay) "consists of steep, barren, rocky mountains, whose summits appear to be above the snow-line. Except at its head, where the land is low, these mountains rise abruptly from the water's edge, sparsely wooded with small trees."

The same authority, p. 73, states that Rudyerd Bay "penetrates to the north and east between high, barren, snowy mountains." The mountains on the continental shore at the northern entrance to Behm Canal, and surrounding the Cleveland Peninsula, are in general not so high as those on the continental shore already described; the highest given on the Admiralty Chart being 3,345 feet, situated about opposite to Ship Island.

From here northward little has been recorded of the mountains adjoining the mainland coast until the mouth of the Stikine is reached, for which the Chart opposite to p. 100, P.C.P., records the mountains near the mouth of the Stikine as rising from 2,000 to 3,700 feet.

However, it is known that mountains border the sea-coast (mainland) along Ernest Sound and to Point Rothsay.

Quoting from P.C.P., p. 109, "Passing from Wrangell anchorage in a south-west direction the tangent of Kadin Island N. $\frac{1}{2}$ E. cuts the centre of the canon of the coast mountains on the mainland, through which the Stikine River reaches the sea." Under heading of "Stikine River," the last authority states, p. 111: "About 5 miles above the Delta Islands the valley narrows, and the river appears only 200 or 300 feet in width. . . . The appearance of the high land on either side is as if ranges trending north-west and south-east were abutting obliquely upon the river." That is, parallel to the coast.

From the Stikine northward the coast-line adjoins Souchoi Strait. "The continental shore of this strait is very imperfectly known."—P.C.P., p. 112.

To the north of the entrance of this strait "lies a low wooded point, which was named Point Agassiz on account of its association with the remarkable and sublime glaciers in its immediate vicinity. These creep from the snowy summits of ravines on the coast range towards the water's edge, which at certain seasons they overhang. . . . A short distance northward from Point Agassiz is a magnificent glacier, with three feeders in the coast mountains, which discharges its burden of ice directly into the water. . . . In this vicinity (Horn Cliffs), in certain places at least, according to Vancouver, there is a small extent of low flat land, well wooded, lying before the coast mountains, which rise abruptly to an extraordinary height."—P.C.P., p. 127.

Following the continental shore-line northward from Cape Fanshaw, of the first large bay encountered Vancouver observes: "It is bounded by lofty mountains, and from their base extends a small border of low land, forming the shores of the harbour, which I called Port Houghton."—P.C.P., p. 128.

Continuing northward from Port Houghton, mountains adjoin the seashore, and at Holkham Bay Vancouver describes the bay as "bounded by lofty mountains."—P.C.P., p. 168.

Point Coke is at the northern entrance to Holkham Bay, and "the land between Point Coke and the present promontory (Point Anmer) is backed by lofty and rather bare mountains, their sides scarred by avalanches, and displaying, about 3 miles east-south-east from Point Anmer, a remarkable cascade, which falls from a ravine into the sea."—P.C.P., p. 168.

Mountains follow the continental shore-line northward from Holkham Bay around Port Snettisham.

Of Stockade Point and Grave Point, the entrance to Taku Harbour, the P.C.P., p. 169, says: "Both are wooded, comparatively low points, from which high land rises rapidly to peaked, often snow-capped mountains."

Vancouver thus describes Taku Inlet: "From its entrance it extended north 11° east (true) about 13 miles, where the shores spread to the east and west, and formed a basin about a league broad and 2 leagues across, in a north-west and south-east (true) direction, with a small island lying nearly at its north-east extremity. From the shores of this basin (August 1794) a compact body of ice extended some distance nearly all round, and the adjacent region was composed of a close connected continuation of the lofty range of frozen mountains, whose sides, almost perpendicular, were formed entirely of rock, excepting close to the water-side, where a few scattered dwarf pine trees found sufficient soil to vegetate in; above these the mountains were wrapped in undissolving frost and snow. From the rugged gullies in their sides were projected immense bodies of ice (glaciers), that reached perpendicularly to the surface of the water in the basin, which admitted of no landing-place for the boats, but exhibited a dreary and inhospitable an aspect as the imagination can possibly suggest."—P.C.P., p. 170. The mountains along the east shore are described as "a continuation of the same range of lofty mountains, rising abruptly from the water's edge."—P.C.P., p. 170.

Immediately behind Juneau, on Gastineau Channel, mountains rise above the timber line.

"Westward from the town is a deep ravine in the mountains, through which runs Gold Creek."—P.C.P., p. 172.

Of Lynn Canal the P.C.P., p. 194, states: "By reason of the fact that the glaciers terminate some distance inland from the shore, resulting from the more gradual slope of the Alps on the south-west and the coast ranges on the north-east shores, this canal is free from floating miniature bergs, which at times obstruct Cross Sound and Gastineau Channel, although the latter are a degree southward of the head of Lynn Canal."

Lynn Canal is undoubtedly surrounded by mountains contiguous to the shore.

In describing Berner's Bay, the P.C.P., p. 195, observes that "a stream comes in at the head of the bay; the north-west point of entrance, named by Vancouver 'Point St. Mary's,' lies N.W. $\frac{3}{4}$ N., $4\frac{1}{2}$ miles from Point Bridget, like which it is low and wooded, while its axis rises inland to mountains covered with snow, attaining a considerable height, and constituting a part of the coast ranges which have been repeatedly alluded to. From this point about 5 miles north-west by west lies Point Sherman, named by Meade, apparently low and wooded, from which the north-eastern shore of Lynn Canal extends high, steep, and rocky, at the base of the imposing mountains above mentioned."

On the page last quoted is given a description of the western shore of Lynn Canal, as follows: "Behind the shore the land rises in lofty snow-capped mountains, forming part of the coast ranges." Quoting the same authority, p. 196: "On the eastern shore, extending from the head of the canal southward to Point St. Mary's, is a high, rugged chain of precipitous mountains, named the 'Chilkat Mountains' by the United States' Coast Survey in 1879. Those of the opposite shore have been called by the United States' Navy the 'White Mountains.'"

In describing Chilkoot Inlet the P.C.P., p. 199, states: "The opposite" (continental) "shore is composed of lofty, steep mountains, forming the Chilkat range, with several glaciers in their gorges, and one at the head of a moderately long, narrow valley.

"The mountains culminate at the north-west in Mount Villard, 3,700 feet high by barometric measurement."

Between the head of Lynn Canal and the broad waters of the Pacific Ocean, and immediately north of Glacier Bay, lie immense ice-fields, covering an area of upwards of 2,000 square miles.

These ice-fields are drained by numerous glaciers into the sea.

From Lynn Canal the open sea is reached by Cross Sound.

Its "north-western shores are mostly high, formed by the slopes of the great snowy range of the St. Elias Alps."—P.C.P., p. 186. The western entrance of this sound lies between Point Bingham, on Yakobi Island, and Cape Spencer, on the mainland.

Northward, from Cape Spencer to Icy Point, the continental shore-line trends north-westerly.

"Immediately behind the coast-line up to this point is the southern portion of the range of the St. Elias Alps, which extends westward nearly to the Copper or Atna

River, and includes the highest uplifts yet known on the North American Continent. The sides of these Alps bear numerous glaciers, some of great extent, and a few reaching to the sea-beach itself."—P.C.P., p. 201.

From outside the entrance of Lituya Bay, looking north, one sees the "magnificent sierra-wall of Alps which culminates elsewhere in the peaks of Crillon and Lituya. Down its precipitous slope five or six glaciers fall in true ice cascades to the water's edge."—P.C.P., p. 203.

In 1874 Professor W. H. Dall, of the United States' Coast and Geodetic Survey, triangulated Mounts St. Elias, Cook, Vancouver, Fairweather, and Crillon, all of the St. Elias Alps, and determined their height. In the United States' Coast Survey Report for 1875 the result of his labours is given, accompanied by a Map, from which it will be seen that the summits of these mountains are all less than 30 miles from the sea-coast, the last two less than 15 miles.

"Northward from Fairweather to Yakutat Bay there are no remarkable peaks, the range averaging 5,000 to 8,000 feet, with nearly uniform summits and rugged surface."—P.C.P., p. 205.

Between these two points along the shore lies the Tianna Road. "This strip of shore is thickly wooded near the sea, with more open spaces inland. The Alps which bound it to the north at a distance of 7 to 10 miles from the sea carry numerous glaciers."—P.C.P., p. 206.

In Yakutat Bay steep mountains covered with snow rise directly from the water.

"From Port Mulgrave and thence to the westward the most conspicuous spectacle in clear weather is that part of the uplift of the St. Elias Alps which extends in a westerly direction from a point inland some 18 miles north-north-west from Disenchantment Bay. This forms a broken range 10,000 or 12,000 feet in height, with its sides and many of its peaks covered with eternal snow. It terminates westward in the magnificent peak of St. Elias."—P.C.P., p. 211.

In fair weather this grand peak is visible at a distance of more than 150 miles.

The interior of Alaska, as little as it is known, is very probably aptly described as "a sea of mountains." The moment the mountains situated parallel to the coast and adjoining the same are crossed, there is no well-defined continuous range; it is a sea of mountains, but, rising from the coast everywhere, we have a wall of mountains, save some low lands at the foot of the Mount St. Elias Alps.

From the foregoing evidence it is obvious that mountains do exist, "situated parallel to the coast," and hence the line of demarcation can "follow the summit of the mountains situated parallel to the coast," as stipulated by the Convention, and, furthermore, it is improbable from the facts already known that there will be any occasion at any part of the line of demarcation to have recourse to the second paragraph of Article IV of the Convention, which provides for the case where the summit of the mountains is at a distance of more than 10 marine leagues from the ocean.

In short, the summit of the mountains situated parallel to the coast is not more than 10 marine leagues from the shore.

The last part of the boundary-line, the 141st meridian, is a matter of astronomic observation, and needs here no further elucidation.

Discussion of Mountain Boundary.

Regarding the mountain boundary, the negotiators of the Convention were fully aware of the lack of definite information regarding the topography of that part of the continent under discussion. This is patent from the correspondence between them, and finally by the insertion of the second paragraph in Article IV of the Convention.

On the 8th December, 1824, the Right Honourable G. Canning, Secretary of State for Foreign Affairs, wrote to Sir Stratford Canning, British Plenipotentiary at St. Petersburg, "Should the Maps be no more accurate as to the western than as to the eastern" (eastern side of continent) "mountains, we might be assigning to Russia immense tracts of inland territory, where we only intended to give and they only intended to ask a strip of sea-coast."

And well was this strip defined, as is now evident, by having made the line of demarcation follow "the summit of the mountains situated parallel to the coast."

It is questionable if at the present time, with the accumulation of knowledge of seventy-five years, the description of the mountain boundary-line could be couched in better words, and at the same time retain and give the idea which was to be conveyed—a strip along the sea-coast.

The summit of the mountains is a natural boundary, a visible one, where nature has set the principal monuments.

That the Charts of Vancouver were the principal guide for the negotiators for ascertaining the geographical, but not topographical, characteristics is undoubted.

Vancouver's prime object in surveying was the delineation of the shore line; the mountains shown on his Charts were merely graphical representations of the mountainous nature of the country, without attempting to localize them individually.

This method is familiar to every one who has been engaged in exploratory surveys.

In the United States' Coast Survey Report, 1886, p. 155, Professor G. Davidson, in speaking of the early voyages of discovery and exploration on the north-west coast of America from 1539 to 1603, says: "The minuteness of record in Cook and Vancouver, of comparatively recent date, has enabled me to follow their tracks day by day, to correct their positions by personal knowledge of the localities described; whilst giving these great men the fullest credit for surveys unparalceled before or since (whca all the attendant circumstances are considered), I cannot withhold my admiration for the indomitable courage and perseverance of the old Spanish navigators. . . ."

Under the heading "The Coast and Inland Waters of the Alexander Archipelago," the P.C.P., p. 49, says, "The incomparable Vancouver is still the chief and most trustworthy authority. . . ."

The alternative boundary-line of the second paragraph of Article IV is, from a surveying point, utterly and entirely impracticable. As an illustration of the difficulties arising by referring one boundary-line as dependent upon another not straight, may be cited the railway belt in British Columbia, and this is a comparatively very simple case compared with the difficulties involved in the paragraph cited.

By the Imperial Order in Council of the 16th May, 1871, British Columbia conveys in trust to the Dominion ". . . . not to exceed 20 miles on each side of said line" (railway line). "Twenty miles on each side of said line" is a simple and unequivocal description of the railway belt.

Its demarcation on the ground, however, irrespective of mountains, is by no means so simple.

The computation alone for this belt, to determine its limits with reference to section lines, would occupy about a year; the time for delimitation on the ground is as yet an unknown quantity, even approximately.

With the difficulties of the railway belt the chief officers of the Technical Branch of the Department of the Interior are severally familiar.

Knowing the mathematical intricacies involved by so apparently simple a case, dependent upon the gentle swaying of a railway line through the country, to what degree those intricacies would be heightened, where an irregular and labyrinthal coast-line is to be dealt with, may in a degree be imagined.

In the Report of Alaska by Ivan Petroff, issued by the Census Office, Washington, 1884, is found the following, p. 81: "A survey, with a view of locating the boundary in accordance with the obscure wording of the Treaty, would be altogether too costly, but a straight line between certain easily defined points agreed upon by mutual consent would solve a difficulty which promises to arise in the near future, owing to the discovery of valuable mineral deposits on the very ground placed in dispute or doubt by the old Treaty. It may be stated here that a line from the point above mentioned, on the 56th parallel, to the intersection of the 65th parallel with the 141st meridian, would nearly follow the present line in South-eastern Alaska, while it would give to the United States one of the head branches of the Yukon River, the main artery of trade of the continental portion of Alaska, which is now crossed by the boundaries at a point considerably below the head of steam navigation.

To absorb several thousand square miles of Canadian territory is a gratuitous suggestion of the Special Census Agent in his official Report.

To substitute a geodetic line or lines for the mountain boundary would make it very simple to plot the boundary-line on Maps accurately without any survey, but such a boundary-line could only be identified on the ground by a survey.

In a mountainous country like Alaska, such a survey would require far more monuments to be placed along the line than in the case of a mountain boundary where Nature has planted the principal ones, requiring only to be recognized as such.

In the former case the boundary-line would be a straight line, practically impossible to define on the ground on account "of the sea of mountains."

As a straight line cannot be run up and down mountains, through canons, and

over peaks, it would be necessary to determine most accurately certain numerous points in longitude and latitude along the coast, for the purpose of carrying surveys inland from them along some valley, and thereby determine a point or points on the boundary-line.

The conditions which obtain in the one case are almost the inverse of the other. With a geodetic boundary nothing is given in the field, except possibly the termini, if physical features, with the mountain boundary the principal data are given in the field, requiring only to be recognized as such by the respective Governments.

In the first case the boundary-line is wholly dependent upon the accuracy of astronomical observations and surveys; in the latter case such observations are of secondary importance, being used principally for mapping purposes, and their accuracy does not affect the position of the boundary-line.

Even from this short description and comparison of the two boundary-lines, a geodetic and a mountain line, it must be apparent that the cost for surveying the former, or geodetic line, would be much greater than that of the latter, which itself will assume no small proportions.

The insertion of the first paragraph of Article IV was necessary in order that Prince of Wales Island belong wholly to Russia, which would not necessarily have followed by the boundary-line running from the southernmost point of Prince of Wales Island north along Portland Channel.

This precaution for inserting that paragraph appears natural, as the latitude of the two governing points, as known to the negotiators, showed that the boundary-line might cut a part of Prince of Wales Island, whose coast-line was then not accurately surveyed. This paragraph negatives most conclusively also the supposition that the boundary-line was to follow a parallel of latitude after leaving the southernmost point of Prince of Wales Island. For, if the line of demarcation commences at the southernmost point of Prince of Wales Island and then continues on a parallel of latitude, it is utterly impossible to cut Prince of Wales Island (for this would be equivalent to saying that there was some other point on Prince of Wales Island farther south than the southernmost point, which of course is absurd), and there can be no occasion for making a proviso "that the island called Prince of Wales Island shall belong wholly to Russia."

As the latitude of the entrance to Portland Channel was supposed to be (as it is too) greater than that of the southernmost point of Prince of Wales Island, it was proper, if Prince of Wales Island was to belong wholly to Russia, to introduce the paragraph in question.

On "The Map of Alaska and adjoining Territory, 1887," issued by the United States' Coast and Geodetic Survey, and accompanying this Report, will be found a fair representation of the mountains in South-eastern Alaska "situated parallel to the coast," the summit of which constitutes the boundary-line between the 56th degree of north latitude and the 141st degree of west longitude.

There are as yet no industries in the interior of South-eastern Alaska, save behind Juneau in the Silver Bow Basin, where some placer mining is being done, and where there are also two small stamp mills working on a gold ledge of free-milling ore.

At Sheep Creek, 3 miles below Juneau, silver ledges containing galena and a sulphuret of silver are being worked. The ore is shipped to San Francisco for treatment.

The mining being done here on the mainland is carried on by men of small capital, with a single exception, and hence lacks development, and the results obtained are indifferent.

A long tunnel, to cost 150,000 dollars, is being run in the basin for doing some hydraulic mining on a bank 85 feet high.

The farthest northern industry on the south-eastern coast is the salmon canneries at the head of Lynn Canal, about opposite to Pyramid Island, two being on the eastern shore and one on the western one.

So that there is as yet no industry carried on between the line of the "summit of the mountains situated parallel to the coast," and the line distant "10 marine leagues from the coast," and hence, at present, no trouble can arise between the interested Governments caused by private ownership of mineral locations between these two lines.

There is no doubt that the want of full territorial government for Alaska, and the withholding of the general United States' Land Act, has up to the present retarded the development of South-eastern Alaska, which fact has been conducive to the prevention of questions of international territorial jurisdiction.

It is well known that the head-waters of the Yukon River lie in Canadian territory, and that the prospecting for gold and placer mining is done mostly on that part of the Yukon lying within Canada; and furthermore, that all the supplies used by the prospectors and miners there come from the United States, mostly by steamer up the Yukon, and without paying duty.

Similarly for the goods going into Canada by way of Chilkoot, the usual route taken by prospectors.

From information obtained from a prospector lately from the Yukon there would appear to be not more than 300 miners on the upper part of that river, from which number an approximate idea of the consumption of dutiable goods can be made.

This of course does not take into consideration the goods introduced for barter with the interior Indians.

The loss of the duty at present is perhaps the less objectionable feature of the condition of affairs; the greater and unavoidable one is that the gold is carried out of Canada by Americans and spent in the United States, without Canada deriving any benefit from its mineral resources on the Yukon.

Canadians are practically debarred from access to the Yukon through their own country save by a long and circuitous route from the east.

In the November number of the "Forum" appeared an article on "American Rights in Behring's Sea," by President J. B. Angell, United States' Minister to China in 1880, and one of the late International Fishery Commissioners during President Cleveland's administration. The above article, coming from such a source, warrants consideration and criticism.

After disposing of the Behring's Sea question, the writer briefly discusses the question of determining the boundary between Alaska and British America.

Quoting from the article: "The principal difficulties which have been suggested in determining and marking the boundary are the following: Some of the Canadians have maintained (I am not aware that the British Government has taken such a position) that our Maps do not correctly indicate the initial point of the line at Portland Channel. Their contention is probably without good ground." The wording "that our Maps do not correctly indicate the initial point of the line at Portland Channel" appears somewhat obscure. From one interpretation of this sentence it may be inferred that the initial point of the line of demarcation is at Portland Channel. This interpretation is evidently inadmissible from the wording of the Treaty.

The other construction, and the one probably meant, is that the initial point of that part of the line of demarcation which ascends along Portland Channel is not correctly indicated on the United States' Maps. By this it would appear as if Canadians accepted Portland Channel as shown on the United States' Maps, but maintained "that our Maps do not correctly indicate the initial point of the line at Portland Channel."

This is not the Canadian contention at all. The Canadian contention is that the United States' Maps show the initial point of that part of the line of demarcation which ascends along that arm of the sea known, at the time of the Anglo-Russian Convention, as Portland Channel (or Portland Canal) to be at the entrance of Observatory Inlet. In short, Canada disputes the interpretation given on United States' Maps of Portland Channel of the Convention of 1825.

Continuing: "Again, while the Treaty provides that the 'line shall follow the summit of the mountains,' it is affirmed, and, so far as we know, with probable truthfulness, that the mountains do not form a range, but are so scattered here and there that it is impracticable to make a line that shall comply with the Treaty." It would have been better, for a clear understanding, to have given the above quotation from the Convention to the end of the sentence, "shall follow the summit of the mountains situated parallel to the coast."

"That the mountains do not form a range" is introducing an unnecessary argument, especially when the main question, "Do mountains exist situated parallel to the coast?" is not touched upon at all. It is essential to adhere strictly to the words of the Convention.

The word "range" does not occur in the Convention.

Quoting again from Mr. Angell's article: "Furthermore, suppose it were practicable to run a line on the summit, the coast is so irregular, and so indented with bays, that it may not be easy to agree on the line from which to lay off the ten marine leagues referred to in the second paragraph of Article IV."

The reasoning and chain of connection in this sentence do not appear very clear. If the line runs "on the summit," the irregularity of the coast-line does not affect its

position, and there is no occasion to measure 10 marine leagues from the coast. If, on the other hand, the conditions are such that the second paragraph of Article IV is to be applied, then the line is to run "parallel to the windings of the coast;" this would make the line run across the mountains, and not "on the summit."

It is considered worth while to discuss a part of the Report of Professor W. H. Dall to ex-Secretary of State Mr. T. F. Bayard. That Professor Dall is probably the best informed man on North-western Alaska is admitted, but this does not establish him as an authority on South-eastern Alaska—say from Lynn Canal down to Portland Channel.

An examination of the Annual Reports of the United States' Coast Survey, with which Professor Dall was connected from 1871 to September 1884, fails to show that he ever did any work on or along the mainland in South-eastern Alaska. His farthest explorations and works south on the mainland were north of Cross Sound.

His having been engaged for nearly nine years exploring and surveying the Territory by no means establishes a knowledge of some particular and limited area under discussion. When it is remembered that Alaska covers something like 500,000 square miles of wilderness, the probability of the foregoing assertion becomes apparent.

Professor Dall is an eminent scientist, but his authority on South-eastern Alaska cannot be admitted as conclusive.

Professor Dall says: "We have no good topographical Maps of this part of Alaska, but, having been engaged nearly nine years exploring and surveying the Territory, I assert, without fear of contradiction, that nothing of the sort" (depicted by Vancouver) "exists. We have, instead, what has been aptly called 'a sea of mountains,' composed of short ranges with endless ramifications, their general trend being parallel with the general curve of North-western America, but, so far as their local parts are concerned, irregular, broken, and tumultuous to the last degree. In certain places, as from Cape Spencer to Yakutat Bay, we have the nearest approach to such a range, but even here are broad valleys, penetrating an unknown distance, and lateral spurs given off in many directions. These Alps rise conspicuously above their fellows, but to the eastward another peculiarity of the topography is that the hills or summits are nearly uniform in height, without dominating crests and few higher peaks.

"The single continuous range being non-existent, if we attempt to decide on the 'summit' of the mountains we are at once plunged into a sea of uncertainty. Shall we take the ridge of the hill nearest the beaches? This would give us, in many places, a mere strip of territory not more than 3 miles wide, meandering in every direction. Shall we take the highest summits of the general mass of the coast ranges? Then we must determine the height of many thousands of scattered peaks, after which the question will arise between every pair of equal height and those nearest to them. Shall we skip this way or that, with our zigzag, impossible to survey except at fabulous expense and half-a-century of labour? These peaks are densely clothed with trees and deep soft moss and thorny underbrush, as impenetrable and luxuriant as the savannahs of Panamá. In short, the 'summit of the mountains' is wholly impracticable."

It is rather striking that the Professor avoids using the words of the Convention, "the summit of the mountains situated parallel to the coast."

It would have been instructive to learn from him whether or not mountains exist which are "situated parallel to the coast." He says—the single continuous range being non-existent—this introduces a discussion what a "range" is, and what a "single continuous range" is, words which do not appear in the Convention at all, and hence are not warranted when the definitive words, "mountains situated parallel to the coast," are given.

"Shall we take the ridge of the hill nearest the beaches? This would give us in many places a mere strip of territory not more than 3 miles wide, meandering in every direction."

The extensive quotations from the P.C.P. and from personal observations fail to elicit many "ridges of hills nearest the beaches," but instead, the mountains rise abruptly from the water's edge. The manner in which Professor Dall states, "This would give us in many places a mere strip of territory not more than 3 miles wide," cannot but impress one that such a strip is inconsistent with the terms of the Convention. Not at all.

The gist of Russia's claim was control of as much sea-shore as possible for the purpose of trading, and not land; and, in accordance with this dominant idea, the Convention was framed.

Mountain boundaries in other countries³⁰ - Kloby

Hence it is quite consistent with the spirit and wording of the Convention, that the strip may be in places "not more than 3 miles wide."

As for "meandering in every direction," this is a somewhat broad statement; but undoubtedly the physical features are such that the "strip" will meander in many directions.

"Shall we take the highest summits of the general mass of coast ranges?" A proper answer to this is—admit first that there are "mountains situated parallel to the coast," and then, after we have those physical features before us to deal with, no serious difficulties will be encountered in determining what summit to accept as being on the boundary.

"Shall we skip this way or that, with our zigzag, impossible to survey except at fabulous expense and half-a-century of labour?" It is supposed that the Commissioners in the field, to whom any matter of detail would be referred, will be imbued with the desire to have practical, amicable, just, and speedy decisions.

The "fabulous expense and half-a-century of survey" can be brought about by delay, through petty contentions, and by doing unnecessary work.

The two interested Governments certainly do not intend to build a fence of monuments from the parallel of 56° north latitude to the 141st meridian.

Where monuments shall be placed can only be determined in the field, and governed by circumstances.

The tenour of Professor Dall's Report is the impracticability of the physical boundary as specified in Article III of the Convention. Had the boundary-line between the 56th parallel and the 141st meridian been described simply as following "the summit of the range of mountains," then there would have been some justification in Professor Dall's remarks and strictures as quoted.

Examining carefully a Map of Europe, one is struck at the almost universal physical boundaries between the various countries, and many of them as mountain boundaries.

Take, for instance, Switzerland and Austria (Bohemia). Can it be maintained that the Erz Gebirgo between Germany and Austria, which do not form a complete watershed, are more easily defined than the mountains "situated parallel to the coast" in South-eastern Alaska?

Switzerland, that "sea of mountains," in a measure, has a boundary-line that "skips this way and that way, meandering in every direction;" but here in America the physical boundary of South-eastern Alaska, as well defined probably as any mountain boundary in Europe, is considered impracticable and impossible to survey. This does not seem reasonable.

It may be mentioned that the political boundaries of Switzerland do not coincide throughout with those of Nature. This fact makes the boundary more difficult to follow.

There are several of the States of the United States which have their political boundaries formed by mountains. For instance, the south-eastern boundary of Kentucky, the eastern boundary of Tennessee, and the western boundary of Montana.

In Bulletin No. 13, p. 122, United States' Geological Survey, is found that "the Territory of Montana was organized on the 26th May, 1864, from a portion of Idaho. Its limits, which have been changed but slightly, are given in the following extract from the organizing Act:—

"That all that part of the territory of the United States included within the limits to wit: Commencing at a point formed by the intersection of the 27th degree of longitude west from Washington with the 45th degree of north latitude, thence due west on said 45th degree of latitude to a point formed by its intersection with the 34th degree of longitude west from Washington, thence due south along said 34th degree of longitude to its intersection with the 44th degree and 30 minutes of north latitude, thence due west along said 44th degree and 30 minutes of north latitude to a point formed by its intersection with the crest of the Rocky Mountains, thence following the crest of the Rocky Mountains northward till its intersection with the Bitter Root Mountains, thence northward along the crest of said Bitter Root Mountains to its intersection with the 39th degree of longitude west from Washington, thence along said 39th degree of longitude northward to the boundary-line of the British possessions, thence eastward along said boundary-line to the 27th degree of longitude west from Washington, thence southward along said 27th degree of longitude to the place of beginning, he, and the same is hereby created into a temporary Government by the name of the Territory of Montana." (Thirty-eighth Congress, First Session.)

Why it should be practicable to have a boundary-line "following the crest of the Rocky Mountains northwards till its intersection with the Bitter Root Mountains, thence northward along the crest of said Bitter Root Mountains to its intersection with the 39th degree of longitude west from Washington," and "the summit of the mountains" (occurring in the Anglo-Russian Convention of 1885) be wholly impracticable, as stated by Professor Dall, is not easily discerned.

It cannot be urged that the mountain boundary of Montana is synonymous with the line of the continental watershed, and hence practically indisputable. Examination will show that only the south-eastern part of the boundary is coincident with the line of the continental watershed. The query of Professor Dall, "Shall we take the highest summit of the general mass of the coast ranges?" might with equal propriety be put in the case of Montana, by asking, "Shall we take the highest summit of the general mass of the Rocky Mountains?"

It is not known to the writer that the last question has ever arisen, and if it does, it undoubtedly will find a speedy solution between amicably disposed States.

There are probably very few Treaty boundaries extant which, if put under the dissecting knife of one disposed to find fault, would not be found to have flaws.

It is necessary that one be familiar with the causes and reasons that led to the making of a Treaty in order to imbibe the spirit and intent thereof, whereby possibly ambiguous or obscure passages may the more readily be understood.

Many cases might be cited from Treaties, Conventions, and Agreements wherein physical features or monuments are referred to geographical co-ordinates, as has been done with the "southernmost point of the island called Prince of Wales Island."

In the Treaty of Washington of the 9th August, 1842, is found, United States' Geological Survey, Bulletin No. 13, p. 17: ". . . thence along said line to the said most north-western point" (of the Lake of the Woods), "being in latitude 49° 23' 55" north, and in longitude 95° 14' 38" west from the Observatory at Greenwich. . . ."

The principle involved in this description is identical with that of the Anglo-Russian Convention of 1825 concerning the point of commencement of the boundary-line. In both there is a physical feature, and in both the geographical position of those physical features is given.

The physical feature is always absolute, the geographical position of the physical feature is always approximate, no matter how refined the observation.

The better the observation the nearer the approximation.

Abstractly considered, as an axiom it may be laid down that the position of physical features or monuments and the geographical or geodetic expression for such position, are incompatible.

What is really meant by these geographical or geodetic expressions is, "to the best of our knowledge and belief, said . . . is situated in latitude . . . , longitude . . ." This is simply done to insure the identification of the physical feature.

Undoubtedly a geographical position can be made absolute, but only by disassociating it from any physical feature.

As an example may be given the north-east corner of Montana, United States' Geological Survey, Bulletin No. 13, p. 122: "Commencing at a point formed by the intersection of the 27th degree of longitude west from Washington with the 45th degree of north latitude, thence . . ."

This point can only be determined by observation, and different sets of observations will very probably not give the same point upon the earth. The dependent physical point will shift with every set of observations for determining the same, whereas with the given physical feature its geodetic position shifts with every observation. Nevertheless, the refinements in astronomic observations are at the present time of such precision that for practical purposes the differences, resulting from various determinations, are so small that they may generally be disregarded.

When the description of a boundary-line has been referred to mathematical points, dependent upon geographical co-ordinates, to give effect to such boundary-line, material points must be substituted for the mathematical ones.

This is generally accomplished by a Joint Commission determining by observations the position of the boundary-line on the ground, and the result of its labour ratified by the interested and proper authorities. This latter act is in reality an inversion of the strict wording of the boundary-line, for now, by the act of ratification, certain monuments planted under authority "shall" mark and designate certain points of said boundary-line, whether they are exactly where they should be or not.

It is seen, therefore, that in the end we have always to deal with a material point or physical feature, irrespective of its absolute geographical position.

Although the following may be irrelevant to the subject-matter under discussion, nevertheless the tenour thereof is worthy of the attention of Canadians, when negotiations with the United States are contemplated for settling the Alaskan boundary.

In a public document, United States' Geological Survey, Bulletin No. 13, p. 20, is found:—

"The Treaty of Cession" (France to the United States) "which bears date April 30, 1803, describes the territory only as being the same as ceded by Spain to France by the Treaty of San Ildefonso.

"From this it appears that the territory sold to the United States comprised that part of the drainage basin of the Mississippi which lies west of the course of the river, with the exception of such parts as were then held by Spain. The want of precise definition of limits in the Treaty was not objected to by the American Commissioners, as they probably foresaw that this very indefiniteness might prove of service to the United States in future negotiations with other Powers. In fact, the claims of the United States to the area now comprised in Oregon, Washington, and Idaho, in the negotiations with Great Britain regarding the north-western boundary, was ostensibly based, not only upon prior occupation and upon purchase from Spain, but also upon the alleged fact that this area formed part of the Louisiana purchase. That this claim was baseless is shown not only by what has been already detailed regarding the limits of the purchase, but also by the direct testimony of the French Plenipotentiary, M. Barbe Marbois."

With the foregoing before us, it is not unfair to assume that, if the United States think (which apparently they do) that there is any "indefiniteness" in the Anglo-Russian Convention of 1825, they would also be inclined to foresee "that this very indefiniteness might prove of service to the United States.

Canada must zealously guard her interests.

The Boundary Survey.

As before stated, the boundary-line resolves itself into three parts:—

1. The water boundary, and the part from the head of Portland Channel to the 56th parallel.
2. The mountain boundary from the 56th parallel to the 141st meridian.
3. The line of the 141st meridian.

The second part is by far the most important for consideration. It is futile to lay plans for survey, if there is no definite understanding what is to be surveyed. Hence, before any satisfactory suggestions can be made regarding the survey of the boundary-line, Great Britain (or the more interested party, Canada) and the United States must come to a definite understanding on the three following principal points:—

1. The point of commencement of the line of demarcation or boundary-line.
2. What is Portland Channel or Canal as understood by the Anglo-Russian Convention of 1825?
3. Are there "mountains situated parallel to the coast" between the parallel of 56° north latitude and the meridian of 141° west longitude?

It is firmly believed that there are sufficient data to hand to settle these points without going in the field.

This could be done by the appointment of two Commissioners, one for Canada and one for the United States.

These Commissioners, after being vested with the necessary authority, to meet, discuss, and confer with each other on the points referred to.

After a full discussion, the Commissioners to make a joint Report to their respective Governments on such points as have been mutually agreed upon, besides making individual Reports to their respective Governments on those questions which have failed to receive a mutual solution.

These Commissioners should draft a plan for co-operation in the field, for co-operation will be necessary when the boundary-line question has reached that stage.

The Canadian Commissioner could ascertain too at Washington the details of the triangulation and astronomic work which has already been done on the coast of South-eastern Alaska, work upon which the boundary survey may be based for topography to a greater or less extent, and thereby avoid a repetition of observations and unnecessary cost.

The survey of the "summit of the mountains situated parallel to the coast" is not only feasible and practicable, but easier than the survey of a geodetic line, which would, from the nature of the country, be farther removed inland amongst the mountains, and not so accessible from the coast as the former one.

The estimate of 1,500,000 dollars which has been made for the cost of the boundary-line survey is considered far greater than is necessary for Canada or Great Britain to expend therefor.

Outside of the 141st meridian and the 56th parallel there will be very little to survey to find the boundary; the surveying will be simply to show on paper, *i. e.*, on Maps, where the boundary as found on the ground is, and to show where monuments have been placed, so that in future reference can be made thereto if necessary. Any special refinements in survey along the mountain boundary—the important part—on the part of Canada would be money unwisely applied, as there are other parts of Canada in greater need of accurate surveys than the mountains of the Alaskan boundary-line.

Were Canada in a position to utilize otherwise any refined surveys that she might make there, as the United States can do, then there would be some plea for such a class of work.

The United States having the sea-coast can apply—and are in need of, it might be added—the best work for the purposes and safety of their navigation; hence they would be naturally more inclined to do more and more refined work than would be desirable or necessary for Canada to undertake in the boundary matter.

It must not be inferred that any slipshod work is advocated; on the contrary, but to be trite by repetition, surveying does not create the boundary, Nature has done that, surveying interprets in geographical terms Nature's work, and brings the boundary matter to an international conclusion.

As the expense of survey will be no small sum, and the work extend over several years, all discussion possible should be made before taking the field, and all questions admitting of solution beforehand should be disposed of, in order to economize time and money in the field.

Finally summarizing, Canada must adhere to the "summit of the mountains situated parallel to the coast," for if their existence be disclaimed, for which there is no evidence so to do, and as line of demarcation one substituted composed of "right lines having geodetic termini," as styled by ex-Secretary of State Mr. T. F. Bayard, Canada would be plunged into a sea of trouble, with increased expenditure and loss of territory.

What the pecuniary loss of such territory would be cannot now be estimated, as the interior is practically a *terra incognita*.

In the meantime, there is the grand principle of right and justice to uphold, so dear to every British subject.

I have, &c.
(Signed) OTTO J. KLOTZ.

Appendix.

As an Appendix are given a number of views taken in Alaska by me.

They are not shown as works of photographic skill, because, being all taken from the deck of a moving steamer some miles from shore, and with generally a leaden, misty sky, a good photograph was out of the question.

However, they will give some idea of the existence of "mountains situated parallel to the coast."

Accompanying the Report too are:—

"Pacific Coast Pilot; Alaska," Part 1, Edition 1883.

The "Forum" November 1889.

Admiralty Chart: Port Simpson to Cross Sound, including the Koloschensk Archipelago.

United States' Coast and Geodetic Survey Map: Alaska and adjoining Territory, 1887.

(Signed) OTTO J. KLOTZ.

Memorandum on Colonial Office Letter of August 22, 1890.

THERE are two points in the contention:—

1. The water boundary;
2. The land boundary;

and they turn on the interpretation of Articles III and IV of the Convention between England and Russia of February 1825, and the accuracy of charts.

The Articles are as follows:—

“III. The line of demarcation between the possessions of the High Contracting Parties upon the coast of the continent and the islands of America to the north-west shall be drawn in the manner following:

“Commencing from the southernmost point of the island called Prince of Wales Island, which point lies in the parallel of $54^{\circ}40'$ north latitude, and between the 131st and the 133rd degrees of west longitude (meridian of Greenwich), the said line shall ascend to the north along the channel called Portland Channel, as far as the point of the continent where it strikes the 56th degree of north latitude; from this last-mentioned point the line of demarcation shall follow the summit of the mountains situated parallel to the coast as far as the point of intersection of the 141st degree of west longitude (of the same meridian); and, finally, from the said point of intersection, the said meridian line of the 141st degree, in its prolongation as far as the Frozen Ocean, shall form the limit between the Russian and British possessions on the Continent of America to the north-west.

“IV. With reference to the line of demarcation laid down in the preceding Article, it is understood:

“1. That the island called Prince of Wales Island shall belong wholly to Russia.

“2. That wherever the summit of the mountains which extend in a direction parallel to the coast, from the 56th degree of north latitude to the point of intersection of the 141st degree of west longitude, shall prove to be at the distance of more than 10 marine leagues from the ocean, the limit between the British possessions and the line of coast which is to belong to Russia, as above mentioned, shall be formed by a line parallel to the windings of the coast, and which shall never exceed the distance of 10 marine leagues therefrom.”

1. The water boundary.

“The United States are understood to contend that Portland Inlet is a part of the Portland Channel through which the Convention directs the line to be run; which contention Canada denies, and asserts that the passage along the coast through Pearce Channel to the ocean is part of Portland Canal.”*

Canada is anxious that an agreement should be arrived at as to whether the Convention requires that the direction of the delimiting line shall be the most direct between the southernmost point of Prince of Wales Island and the ocean entrance to Portland Canal, or whether it is required that this line shall anywhere follow a parallel of latitude.

2. The land boundary.

The Convention was negotiated on the basis of Vancouver's Map, which shows a well-defined range of mountains at a short distance from the coast.

No such range in reality exists, but the whole country is mountainous, and it is difficult to say what signification is to be attached to the term “the crest of the mountains” in some places. Moreover, the coast itself is greatly indented with various creeks running some distance inland.

The United States consequently assume that the boundary-line, “which is supposed to follow a mountain range, is an impracticable one to survey, if not a geographical impossibility.”†

Canada submits that “there is no evidence to show that the line prescribed by the Treaty of 1825 is impracticable.”*

She cannot, therefore, assent to the assumption that it is, and could not co-operate in a delimitation upon that understanding, though ready to do so otherwise.

* See Canadian Memorandum in Colonial Office letter. † See Mr. Bayard's note of November 20, 1885.

No. 16.

Foreign Office to Colonial Office.

Sir, *Foreign Office, September 11, 1890.*
 I AM directed by the Marquis of Salisbury to acknowledge the receipt of your letter of the 22nd ultimo in regard to the proposed joint survey on the part of Her Majesty's Government and of the Government of the United States of the Alaska boundary.

I am to request that you will state to Secretary Lord Knutsford that Lord Salisbury will communicate with him again as to the course which should be taken in regard to this question when he has further considered the documents forwarded with your letter under reply.

Meanwhile, I am to return the original inclosures which accompanied your letter, together with a printed proof of the same; and I am to suggest that the proof should be carefully examined at the Colonial Office with a view to ascertaining its accuracy, and returned with any necessary corrections.

I am, &c.
 (Signed) T. H. SANDERSON.

No. 17.

Foreign Office to Colonial Office.

Sir, *Foreign Office, September 10, 1890.*
 I HAVE laid before the Marquis of Salisbury your letter of the 22nd ultimo, in which the question is raised whether any action should be taken at the present time by Her Majesty's Government or by that of Canada in regard to the proposal made by the United States for a joint survey of the Alaska boundary.

Lord Salisbury perceives that in the opinion of the Canadian Government no joint operations could be usefully undertaken until a preliminary understanding has been arrived at with the Government of the United States as to the basis upon which the discussions for the settlement of the boundary shall proceed.

Lord Salisbury will forward a copy of your letter, and its inclosures, to Her Majesty's Minister at Washington for his information, but it does not appear to his Lordship that the present time is a favourable one for raising the question.

I am, &c.
 (Signed) T. H. SANDERSON.

No. 18.

The Marquis of Salisbury to Sir J. Pauncefoot.

(No. 198.)
 Sir, *Foreign Office, September 19, 1890.*
 WITH reference to my despatch No. 164 of the 31st July last, I transmit herewith, for your information, a copy of a letter from the Colonial Office relative to the survey of the Alaska boundary, together with the reply which I have caused to be returned to it.*

The present does not appear to be a favourable time for raising the question with the United States' Government, but the matter should be borne in mind in case a suitable opportunity should present itself for entering upon it.

I am, &c.
 (Signed) SALISBURY.

No. 19.

Colonial Office to Foreign Office.—(Received October 16.)

Sir,

Downing Street, October 15, 1890.

I AM directed by Lord Knutsford to return herewith the proof of the despatch from Lord Stanley of Preston, and its inclosures, on the subject of the Alaska boundary, which accompanied your letter of the 11th ultimo, and to acquaint you, for the information of the Marquis of Salisbury, that his Lordship has no remarks to offer upon it.

Lord Knutsford would be glad if ten copies of this paper could be furnished for the use of this Department when it has been struck off.

I am at the same time to acknowledge the receipt of your further letter of the 19th September on this subject, and to inclose, for the information of Lord Salisbury, a copy of a despatch which has been addressed to the Governor-General of Canada conveying the views expressed by his Lordship in reference to the proposed survey.

I am, &c.
(Signed) JOHN BRAMSTON.

Inclosure in No. 19.

Lord Knutsford to Lord Stanley of Preston.

(Confidential.)

My Lord,

Downing Street, October 15, 1890.

I HAVE the honour to acknowledge the receipt of your Lordship's Confidential despatch of the 24th July, forwarding the Report of a Committee of the Privy Council on the subject of the proposed joint survey of the Alaska boundary.

I duly communicated your despatch and its inclosures to the Marquis of Salisbury, and his Lordship informs me that a copy will be forwarded to her Majesty's Minister at Washington for his information, but that it does not appear to him that the present time is a favourable one for raising the question with the Government of the United States.

I have, &c.
(Signed) KNUTSFORD.

No. 20.

Sir J. Pauncefote to the Marquis of Salisbury.—(Received October 27.)

(No. 131.)

My Lord,

Magnolia, October 7, 1890.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch No. 198 of the 19th ultimo, on the subject of the proposed joint survey of the Alaska boundary.

I will not fail to bear the matter in mind, and shall take the first favourable opportunity of speaking to Mr. Blaine on the subject of a preliminary understanding as to the basis on which the discussions for the settlement of the boundary should proceed.

I have, &c.
(Signed) JULIAN PAUNCEFOTE.

No. 21.

*Foreign Office to Colonial Office.**Foreign Office, November 6, 1890.*

[Transmits copy of Sir J. Pauncefote's No. 131 of October 7, 1890: ante, No. 20.]

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